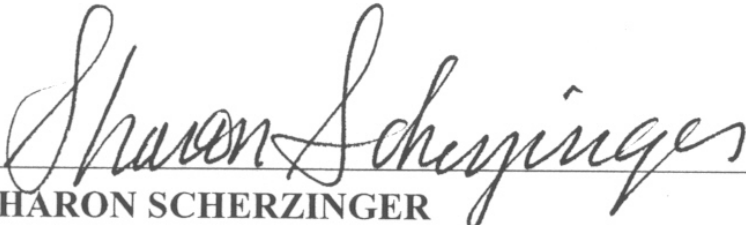


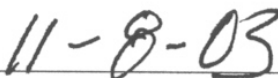
**STATE ROUTE 132**  
**TRANSPORTATION CONCEPT REPORT**

**CALTRANS DISTRICT 10**  
**OFFICE OF SYSTEM PLANNING**  
**June 2003**

**APPROVAL RECOMMENDED:**

  
SHARON SCHERZINGER

Acting Deputy District Director  
Planning, Modal, and  
Local Assistance Program



DATE





JULIE DUNNING  
Acting District Director  
District 10, Stockton

DATE

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# STATE ROUTE 132 TRANSPORTATION CONCEPT REPORT Segmentation Map - San Joaquin County

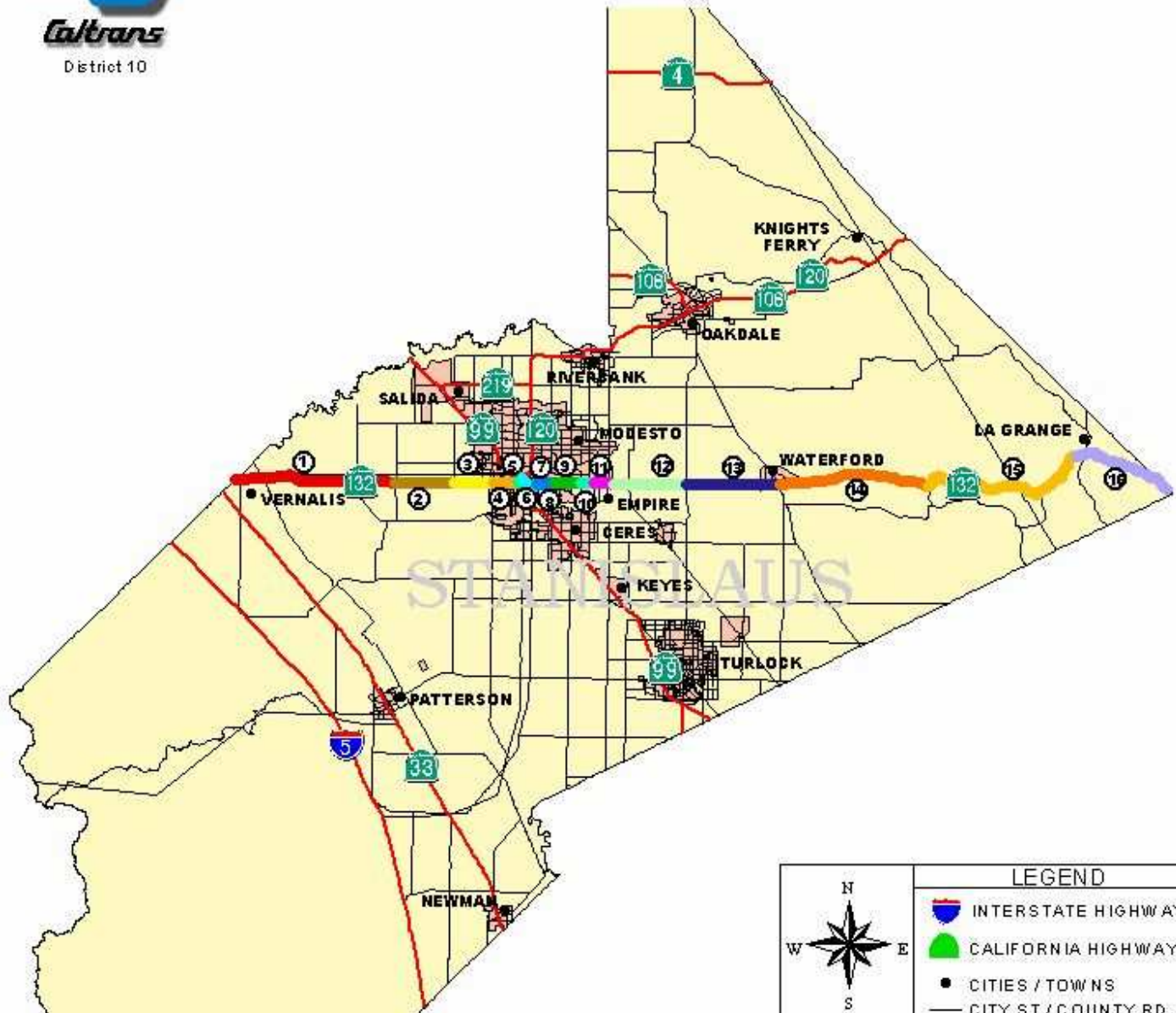
Department of Transportation  
District 10  
Office of System Planning



## EXECUTIVE SUMMARY

SEGMENTS	POST MILES	LOCATION	2000 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
①	PM 0.00-1.164	From I-580 to end of Freeway	A	4-lane Freeway	B	C	4-lane Freeway
②	PM 1.164-2.27	From end of Freeway to Bird Road.	D	2-lane Expressway	F	C	4-lane Freeway
③	PM 2.27-3.81	From Bird Road to beginning of Expressway.	A	4-lane Freeway	B	C	4-lane Freeway
④	PM 3.81-5.84	From beginning of Expressway to end of Expressway.	D	2-lane Expressway	F	C	4-lane Expressway
⑤	PM 5.84-7.01	From end of Expressway to SJ/STA Co. Line.	E	2-lane Conventional	F	C	4-lane Expressway





## EXECUTIVE SUMMARY

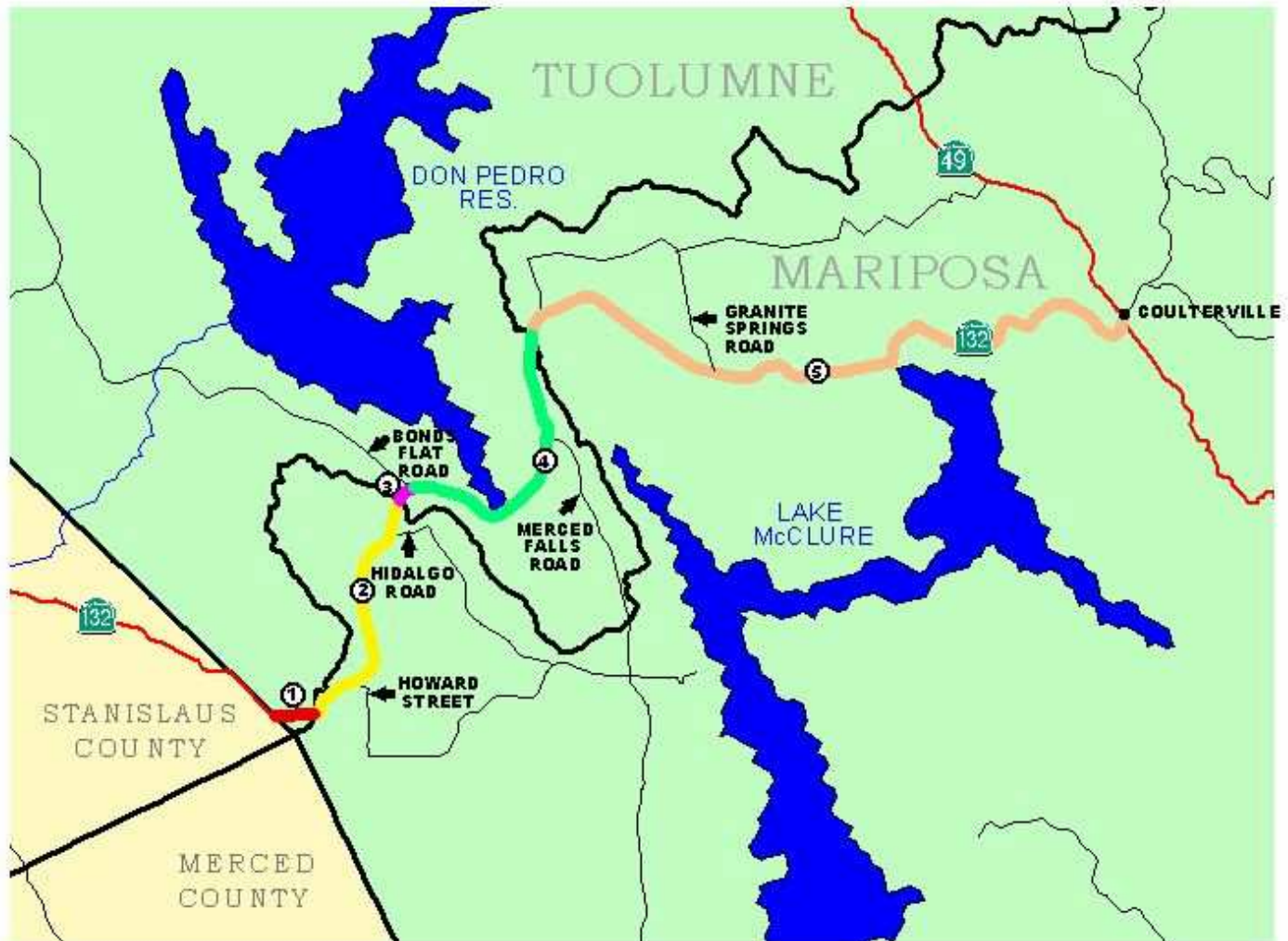
SEGMENTS	POST MILES	LOCATION	2000 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
①	PM 0.00-0.30	From SJ County Line to Hart Rd.	E	2-Lane Conventional	F	C	4 Lane Expressway
②	PM 0.30-11.39	From Hart Rd. to Dakota Ave.	D	2-Lane Conventional	F	C	4 Lane Expressway
③	PM 11.39-13.42	From Dakota Ave. to Carpenter Rd.	D	2-Lane Conventional	F	D	4 Lane Expressway
④	PM 13.42-14.14	From Carpenter Rd. to 5th St.	E	2-Lane Conventional	F	D	4 Lane Expressway
⑤	PM 14.14-14.90	From 5th St. to 9th St.	F	4 Lane Conventional	F	D	*
⑥	PM 14.90-15.11	From L St. to D St.	F	4 Lane Conventional	F	D	*
⑦	PM 15.11-15.34	From 9th St. to 14th St.	F	4 Lane Conventional	F	D	*
⑧	PM 15.34-16.32	From D St. to La Loma	F	4 Lane Conventional	F	D	*
⑨	PM 16.32-11.65	From La Loma to Riverside Dr.	F	4 Lane Conventional	F	D	*
⑩	PM 11.65-16.30	From Riverside Dr. to Mariposa Rd.	E	2-Lane Conventional	F	D	*
⑪	PM 16.30-19.40	From Mariposa Rd. to Frazee/Codoni Rd.	F	4 Lane Conventional	F	D	*
⑫	PM 19.40-23.14	From Codoni Rd. to Albers Rd.	E	2-Lane Conventional	F	D	4 Lane Conventional **
⑬	PM 23.14-24.00	From Albers Rd. to Hickman/Jupiter Rd.	D	2-Lane Conventional	E	D	2-Lane Conventional ***
⑭	PM 24.00-35.91	From Hickman/Jupiter Rd. to Roberts Ferry Rd.	C	2-Lane Conventional	D	D	2-Lane Conventional ***
⑮	PM 35.91-46.91	From Roberts Ferry Rd. to La Grange Rd.	B	2-Lane Conventional	C	D	2-Lane Conventional ***
⑯	PM 46.91-51.91	From La Grange Rd. to STA/TUO Co. Line.	B	2-Lane Conventional	C	D	2-Lane Conventional ***

\*We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. To meet the present and future demands, additional capacity is needed.

\*\* With a continuous left-turn lane. \*\*\* With possible passing lanes and/or right/left turn lanes as needed.

# STATE ROUTE 132 TRANSPORTATION CONCEPT REPORT Segmentation Map Tuolumne/Mariposa Counties

Department of Transportation  
District 10  
Office of System Planning



## EXECUTIVE SUMMARY

SEGMENTS	POST MILES	LOCATION	2000 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
①	PM 0.00/0.46	From STA/TUO Co. Line to TUO/MPA Co. Line.	A	2-Lane Conventional	A	D	2-Lane Conventional *
②	PM 0.46/3.774	From TUO/MPA Co. Line to MPA/Tuo Co. Line.	B	2-Lane Conventional	B	D	2-Lane Conventional *
③	PM 3.774/4.02	From MPA/TUO Co. Line to Bonds Flat Rd.	B	2-Lane Conventional	B	D	2-Lane Conventional *
④	PM 4.02/R7.636	Bonds Flat Road to TUO/MPA Co. Line.	B	2-Lane Conventional	C	D	2-Lane Conventional *
⑤	PM R7.636/18.74	TUO/MPA Co. Line to Jct. SR-49 (end of route).	B	2-Lane Conventional	B	D	2-Lane Conventional *

\* With right/left turning and/or passing lanes as needed.



# **Transportation Concept Report**

## **State Route 132**

### **STATEMENT OF PLANNING INTENT**

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning facilitates the efficient, economical, and inter-modal movement of people, goods, and information. It is part of the continuing, cooperative, and comprehensive transportation planning process. System planning strives for interregional and statewide continuity of the State's transportation network.

### **PURPOSE OF THE TRANSPORTATION CONCEPT REPORT (TCR)**

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that LOS. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects.

The TCR identifies future deficiencies and potential improvements. The Transportation System Development Plan (TSDP) incorporates these improvements and identifies potential funding sources.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies that have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy.

The TCR will be updated as needed, as conditions change, or as new information is obtained.

### **CONTEXT SENSITIVE SOLUTIONS**

Caltrans uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning, and continuous community involvement.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic

demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality. In natural areas, projects can fit aesthetically into the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

## **SAFETY CONSCIOUS PLANNING**

Safety conscious planning is incorporated into all planning processes and complements context sensitive solutions. As in most projects, a need is established before a project can be considered to build. Congestion, high accident rates, low levels of service (LOS) narrow roads, poor alignments, operational problems, all add to the need for safety improvements. The TCR can be a tool to proactively identify improvements rather than re-active solutions to safety problems. Suggested solutions for these problems must conform to the surrounding environment and the needs of the people within. These sensitive solutions must be agreed upon by all who use these facilities.

## **ROUTE DESCRIPTION**

State Route 132 (SR-132) is entirely in District 10 and is an East-West route. It begins at I-580, south of Tracy and west of Vernalis, in the South-West part of San Joaquin County. It serves the town of Vernalis and traverses through the communities of Modesto, Empire, Waterford, and La Grange in Stanislaus County. It then traverses through Tuolumne and Mariposa Counties, alternately, and terminates at SR-49 in Coulterville. It intersects I-5 at PM 3.236, SR-33 at PM R5.86, SR-99 in Modesto at PM 14.73. The total distance of SR-132 is 76.86 miles. The route is concurrent with SR-108 in Modesto from L Street to K Street. The portion of the route that is concurrent with SR-108 will be included in the SR-132 TCR and excluded from the SR-108 TCR. The route passes through flat terrain in San Joaquin County and in Stanislaus County east to Waterford, rolling terrain from Waterford to Tuolumne County, and mountainous terrain in some portions of Tuolumne and Mariposa Counties east of Waterford.

### **Route Designations**

In San Joaquin County, SR-132 is designated a Freeway from PM 0.00 to 1.16 and PM 2.68 to 3.81, an Expressway from PM 1.16 to 2.45 and PM 3.81 to 5.88. It is a Conventional Highway from PM 5.92 to 7.11 (end of county line). In Stanislaus, Tuolumne, and Mariposa County, SR-132 is designated as a Conventional Highway in its entirety.

SR-132 is a part of the Interregional Road System (IRRS) from I-580 to SR-99, however, it is not a High Emphasis or Focus Route. It is not a Surface Transportation Assistance Act (STAA) Truck Route. It is part of the Terminal Access Route to the national network from I-580 to SR-99. It is part of a National Highway System (NHS) from I-580 to SR-99. It is not a Strategic Highway



Network (STRAHNET) Route, and is not on the Extralegal Load Network permit loads system. It is not designated as a Scenic Highway.

Projects to build new highways or add capacity to existing highways are funded through the State Transportation Improvements Program (STIP). Legislation approved in 1998 (Senate Bill 45) specifies that Regional Transportation Planning Agencies will have decision-making authority over 75% of STIP funds, while the State makes funding decisions for the remaining 25% of the funds. This legislation further specified that the State's 25% share could only be used on State highways which are part of the Interregional Road System (IRRS). Part of SR-132 is designated as an IRRS route; therefore, it is eligible for funding considerations as part of the State's 25% share of STIP funds.

### **Purpose of the Route**

SR-132 primarily serves as a major connector link between SR-99, I-5, and I-580. It is a major access route between Modesto and the surrounding communities to the Bay Area. In the Modesto area, SR-132 serves as a local commuter and intracity service route. It also serves farming communities and the extensive commercial and industrial area in the eastern portion of Modesto.

SR-132 is functionally classified as a Principal Arterial with a Federal-Aid Primary (FAP) designation in all of San Joaquin County and from PM 0.00 to 20.65 in Stanislaus County. It is a Minor Arterial in Stanislaus County from PM 20.65 to end-of-route in Coulterville (Mariposa County). It is part of the Freeway and Expressway System from I-580 to unconstructed route SR-65 (current J-59/La Grange Road).

It provides access to the recreational areas east of Modesto such as the Modesto, Don Pedro, and McClure Reservoirs, the Stanislaus County Regional Park at the Tuolumne River, and the Mother Lode Country via SR-49. SR-132 also provides the most direct access from the Modesto area to Yosemite National Park and the Tioga Pass areas via SR-120.

SR-132 is bicycle accessible and is included as a suggested touring route in the District 10 Bicycle Touring Guide connecting to the California Aqueduct Bicycle Trail on the west and extending east to Coulterville with some routing over local roads. It is also an important bicycle route for local bicycle commuters.

## **ROUTE CONCEPT SUMMARY/RATIONALE and CONSIDERATIONS**

The route concept is compromised of two factors:

The minimum LOS tolerable for peak hour conditions.

The type of facility necessary to provide the concept LOS.

(Refer to Appendix 2 for LOS definitions)

### **State Route 132 Concept/Rationale**

Our concept Level of Service (LOS) for the 20-year planning horizon for SR-132 in San Joaquin and Stanislaus Counties is LOS "C" from I-580, PM 0.00 (San Joaquin County) to PM 11.39 (Stanislaus County), LOS "D" from PM 11.39 (Stanislaus County) to SR-4 (end of route)(Mariposa County).

The concept facility is a 4-lane Freeway from I-580 to PM 3.81 in San Joaquin County; a 4-lane Expressway from PM 3.81 in San Joaquin County to PM 15.71 in Stanislaus County; a 6-lane Conventional highway (with a continuous left-turn lane and consideration of a 4-lane expressway on a new alignment) from PM 14.98 to PM 19.40 in Stanislaus County; a 4-lane Conventional highway (with a continuous left-turn lane) from PM 19.40 to PM 23.14 in Stanislaus County; a 2-lane Conventional highway (with passing and/or right/left turning lanes as needed) from PM 23.14 to the end of the route in Coulterville.

The Ultimate Transportation Corridor (UTC) is the ultimate facility envisioned beyond the 20-year planning horizon. The UTC is identified to assist in the preservation of adequate right-of-way to accommodate future widening. The UTC for SR-132 is a 6-lane freeway from I-580 PM 0.00 to PM 3.81 in San Joaquin County (with possible new alignments); a 4-lane freeway from PM 3.81 in San Joaquin County to PM 14.70 in Stanislaus County; a 6-lane Expressway from PM 14.70 to PM 20.10 (Empire); a 4-lane Expressway from PM 20.10 (Empire) to PM 23.14; a 2-lane Conventional highway with passing and/or right/left turning lanes from PM 23.14 to PM 28.00.

## **SAN JOAQUIN COUNTY**

### **Segment 1**

**Our concept facility for Segment 1 (PM 0.00-1.16/KP 0.00-1.87) is a 4-lane Freeway.**

The projected LOS for the existing facility (4-lane Freeway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Freeway (consider HOV lanes).

### **Segment 2**

**Our concept facility for Segment 2 (PM 1.164-2.27/KP 1.87-3.65) is a 4-lane Freeway.**

The projected LOS for the existing facility (2-lane Expressway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Freeway (consider HOV lanes).

There is a Planned Project from PM 1.0 to 2.4 to convert this segment to 4 lanes (Near Term 1999-2009 TSDP).

### **Segment 3**

**Our concept facility for Segment 3 (PM 2.27-3.81/KP 3.65-6.13) is a 4-lane Freeway.**

The projected LOS for the existing facility (4-lane Freeway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Freeway (consider HOV lanes).

### **Segment 4**

**Our concept facility for Segment 4 (PM 3.81-5.84/KP 7.27-9.40) is a 4-lane Expressway.**

The projected LOS for the existing facility (2-lane Expressway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Freeway.

There is a Planned Project from PM 4.0 to 5.9 to convert this 2-lane conventional highway segment to a 4-lane Expressway (Long Term 2009-2019 ITSP).

#### **Segment 5**

**Our concept facility for Segment 5 (PM 5.84-7.11/KP 9.40-11.28) is a 4-lane Expressway.**

The projected LOS for the existing facility (2-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Freeway.

There is a Planned Project from PM 5.9 in San Joaquin County to PM 2.2 in Stanislaus County to convert the 2-lane Conventional highway to a 4-lane Expressway (Near Term 1999-2009 ITSP).

### **STANISLAUS COUNTY**

#### **Segment 1**

**Our concept facility for Segment 1 (PM 0.00-8.38/KP 0.00-13.49) is a 4-lane Expressway.**

The projected LOS for the existing facility (2-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Freeway.

There are three Planned Projects to cover the improvements of this segment. One project is from PM 5.9 in San Joaquin County to PM 2.2 in Stanislaus County (ITSP). The second is from PM 2.2 to PM 5.7 in Stanislaus County (ITSP). The third is from PM 5.7 to PM 12.3 in Stanislaus County (ITSP). All three projects convert the existing facilities to a 4-lane Expressway.

There is one Programmed Project for this segment which is from PM 2.4 to PM 7.1 and is called "Route 132, Stage III". This also is a 4-lane Expressway project (2002 STIP).

#### **Segment 2**

**Our concept facility for Segment 2 (PM 8.38-11.39/KP 13.49-18.33) is a 4-lane Expressway.**

The projected LOS for the existing facility (2-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Freeway.

There is one Programmed Project for this segment called the "Route 132, Stage IV". This project is from PM 7.5 to PM 11.4 which is a 4-lane Expressway project on a new alignment (2002 STIP).

#### **Segment 3**

**Our concept facility for Segment 3 (PM 11.39-13.42/KP 18.33-21.60) is a 4-lane Expressway.**

The projected LOS for the existing facility (2-lane Conventional) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Freeway.

There is a Programmed Project from PM R11.1 to PM R14.7 called “Route 132 Expressway”. It calls for constructing a 4-lane Expressway on a new alignment and a soundwall (1998 STIP).

#### **Segment 4**

**Our concept facility for Segment 4 (PM 13.42-14.70/KP 21.60-23.66) is a 4-lane Expressway.**

The projected LOS for the existing facility (2-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Freeway. Programmed Project explained in Segment 3, above, pertains to this segment also.

#### **Segment 5**

**Our concept facility for Segment 5 (PM 14.70-14.98/KP 23.66-24.06) is presently undetermined. The LOS is presently at a LOS “F” and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects.**

The projected LOS for the existing facility (4-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Expressway.

StanCOG’s 2001 RTP identifies a Planned Tier 2 Project to construct a new 4 to 6-lane Expressway or dedicated freight facility; or widen the existing highway to 6 lanes, from SR-99 to the town of Empire.

#### **Segment 6**

**Our concept facility for Segment 6 (PM L14.98-L15.71/KP L 24.06-L25.28) is presently undetermined. The LOS is presently at a LOS “F” and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects.**

The projected LOS for the existing facility (4-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Expressway.

StanCOG’s 2001 RTP identifies a Planned Tier 2 Project to construct a new 4 to 6-lane Expressway or dedicated freight facility; or widen the existing highway to 6 lanes, from SR-99 to the town of Empire.

#### **Segment 7**

**Our concept facility for Segment 7 (PM 14.98-15.34/KP 24.11-24.69) is presently undetermined. The LOS is presently at a LOS “F” and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However,**



**the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects.**

The projected LOS for the existing facility (4-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Expressway.

StanCOG's 2001 RTP identifies a Planned Tier 2 Project to construct a new 4 to 6-lane Expressway or dedicated freight facility; or widen the existing highway to 6 lanes, from SR-99 to the town of Empire.

### **Segment 8**

**Our concept facility for Segment 8 (PM 15.34-16.32/KP 24.69-26.26) is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects.**

The projected LOS for the existing facility (4-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Expressway.

StanCOG's 2001 RTP identifies a Planned Tier 2 Project to construct a new 4 to 6-lane Expressway or dedicated freight facility; or widen the existing highway to 6 lanes from, SR-99 to the town of Empire.

### **Segment 9**

**Our concept facility for Segment 9 (PM 16.32-17.65/KP 26.26-28.40) is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects.**

The projected LOS for the existing facility (4-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Expressway.

StanCOG's 2001 RTP identifies a Planned Tier 2 Project to construct a new 4 to 6-lane Expressway or dedicated freight facility; or widen the existing highway to 6 lanes, from SR-99 to the town of Empire.

### **Segment 10**

**Our concept facility for Segment 10 (PM 17.65-18.38/KP 28.40-29.58) is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However,**

**the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects.**

The projected LOS for the existing facility (2-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Expressway.

StanCOG's 2001 RTP identifies a Planned Tier 2 Project to construct a new 4 to 6-lane Expressway or dedicated freight facility; or widen the existing highway to 6 lanes, from SR-99 to the town of Empire.

There is a Programmed Project from PM 17.7 to PM 19.7 called the "RTE 132 4-lane widening" project calls for widening the existing highway to 4 lanes with a continuous left turn lane (1998 STIP).

### **Segment 11**

**Our concept facility for Segment 10 (PM 18.38-19.40/KP 29.58-31.22) is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects.**

The projected LOS for the existing facility (4-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 6-lane Expressway.

StanCOG's 2001 RTP identifies a Planned Tier 2 Project to construct a new 4 to 6-lane Expressway or dedicated freight facility; or widen the existing highway to 6 lanes, from SR-99 to the town of Empire.

### **Segment 12**

**Our concept facility for Segment 12 (PM 19.40-23.14/KP 31.22-37.24) is a 4-lane Conventional highway w/continuous left-turn lane.**

The projected LOS for the existing facility (2-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Expressway.

StanCOG's 2001 RTP identifies a Planned Project to add passing lanes (from 2 lanes to 3 lanes) from Empire to Waterford.

### **Segment 13**

**Our concept facility for Segment 13 (PM 23.14-28.00/KP 37.24-45.06) is a 2-lane Conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will not be adequate for the next 20-year planning horizon. The UTC for this segment is a 4-lane Conventional highway with passing and/or right/left turning lanes as necessary.

StanCOG's 2001 RTP identifies a Planned Project to add passing lanes (from 2 lanes to 3 lanes) from Empire to Waterford.

#### **Segment 14**

**Our concept facility for Segment 14 (PM 28.00-35.98/KP 45.06-57.90) is a 2-lane Conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

#### **Segment 15**

**Our concept facility for Segment 15 (PM 35.98-45.81/KP 57.90-73.72) is a 2-lane conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

#### **Segment 16**

**Our concept facility for Segment 16 (PM 45.81-51.01/KP 73.72-82.09) is a 2-lane conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **TUOLUMNE AND MARIPOSA COUNTIES**

#### **Segment 1 (Tuolumne County)**

**Our concept facility for Segment 1 (PM 0.00-0.46/KP 0.00-0.74) is a 2-lane Conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

#### **Segment 2 (Mariposa County)**

**Our concept facility for Segment 2 (PM 0.46-3.77/KP 0.74-6.07) is a 2-lane Conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **Segment 3 (Tuolumne County)**

**Our concept facility for Segment 2 (PM 3.77-4.02/KP 6.07-6.47) is a 2-lane Conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **Segment 4 (Tuolumne County)**

**Our concept facility for Segment 2 (PM 4.02-7.64/KP 6.47-12.30) is a 2-lane Conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

### **Segment 5 (Mariposa County)**

**Our concept facility for Segment 2 (PM 7.64-18.74/KP 12.30-30.16) is a 2-lane conventional highway with passing and/or turning lanes.**

The projected LOS for the existing facility (2-lane Conventional Highway) will be adequate for the next 20-year planning horizon. The UTC for this segment is a 2-lane Conventional highway with passing lanes and turning lanes as necessary.

## **STATE ROUTE 132 CONSIDERATIONS**

### **Safety/Operational Improvements**

Included on the Segment Fact Sheets for each segment is the Traffic Collision rate for that stretch of roadway. This rate indicates the number of incidents per million vehicle miles based on three years of data.

The State Highway Operations and Protection Program (SHOPP) requires Caltrans to prepare a highway operations and protection program to preserve and protect the state highway system. SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

### **Signals**

There are 39 traffic signals and control devices located on SR-132. Most are located within less than 6-miles. These include traffic signals, railroad crossing arms, and stop signs. The reason for listing these locations is to emphasize that these devices could have a negative affect on traffic



movement by the large number of control devices involved, along with the low speed limits and poor alignments in these areas. To see a list of the locations in Stanislaus County, see Appendix 6.

## **Access Management**

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit, or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control, and access management.

Access management provides, or manages, access to adjacent property and other streets, while maintaining the traffic flow on the highway. Access management can limit the number of conflict points, separate basic conflict areas, limit deceleration requirements, and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways.

One of the most beneficial techniques is to limit the number of intersections and driveways along the highway. On highways where business develop without planning of driveway and intersection locations, interference from the roadside can become a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced with respect to the traffic volumes, the highway functions more efficiently.

Another technique is a median. The most common types of medians are two-way left-turn lanes and raised medians with left turn pockets. Two-way left-turn lanes are justified on two-lane roads when traffic volumes are greater than 5,000 ADT (Annual Daily Traffic), and greater than 10,000 ADT on four-lane highways. The purpose of the left-turn lane is to provide through traffic movement on the highway by permitting controlled left-turn movements to adjacent development. Raised or curbed medians are considered a safety feature for high-traffic volume highways, with high levels of development and moderate vehicle speeds. They also provide through traffic service by controlling the location of the left turns by separating the opposing traffic. However, merchants may consider raised medians as inhibiting access to their business.

## **Trucks**

Trucks account for 4% to 18% of Average Daily Traffic (ADT) on SR-132. The majority of truck traffic is commercial. SR-132 is one of three highway routes entering the City of Modesto and the only highway route entering the communities of Empire, Waterford, La Grange, and the second highway to serve Coulterville. SR-132 connects I-5, SR-580, SR-33, and SR-99 to the major county roads J3, J7, J14, J9, J59, J20, and recreational areas in the Mother Lode, Yosemite Valley, and the Sierra Nevada Mountains (via SR-49, SR-120/108, SR-140). Due to the limited rail freight service to Eastern Stanislaus, Mariposa, and Tuolumne Counties, trucks handle most of the freight entering and exiting these counties. The increase in urban and commercial development in Stanislaus County and the use of large trucks has created a proliferation of traffic congestion and increased road maintenance costs.

## PLANNED AND PROGRAMMED PROJECTS

### Planned Projects

County	Route	PM/KP	Description	Designation
San Joaquin	SR-132	1.0-2.4/ 1.61-3.9	Close gap in 4-lane freeway <i>Phase 1</i>	<i>Near Term 1999-2009 TSDP, 2001 RTP Tier 1</i>
San Joaquin	SR-132	4.0-5.9/ 6.4-9.5	2E to 4E Koster to SR-33 <i>Phase 2</i>	<i>Long Term 2009-2019 TSDP, 2001 RTP Tier 1</i>
Stanislaus	SR-132	2.2-5.7 3.5-9.2	2C to 4E SJ River to Gates Rd	<i>Long Term 2009-2019 TSDP</i>
Stanislaus	SR-132	5.7-12.3/ 9.2-19.8	4E on new alignment-Gates Rd to Dakota.	<i>Near Term 1999-2009 TSDP, 2001 RTP Tier 1</i>
Stanislaus	SR-132	19.9-20.0 32.0-32.2	"Empire Grade Separation"	<i>Near Term 1999-2009 TSDP</i>
Stanislaus	SR-132	14.70-20.10/ 23.7-32.3	Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6 lanes from SR-99 to Empire.	<i>StanCOG 2001 RTP Tier 2</i>
Stanislaus	SR-132	20.10-28.00/ 32.3-45.0	Add passing lanes (from 2 to 3 lanes) from Empire to Waterford.	<i>StanCOG 2001 RTP Tier 2</i>

**Programmed Projects**

<b>County</b>	<b>Route</b>	<b>PM/KP</b>	<b>Description</b>	<b>Designation/ Fund Source</b>
<i>San Joaquin/ Stanislaus</i>	<i>SR-132</i>	<i>5.8(SJ)- 2.4(STA)/ 9.3(SJ)- 3.9(STA)</i>	<i>“SR-132 West Widening”- Construct 4-lane divided expressway.</i>	<i>STIP/ RIP,IIP</i>
<i>Stanislaus</i>	<i>SR-132</i>	<i>R12.4-R16.2/ R19.96-26.07</i>	<i>“Route 132 Expressway”-New 4-lane expressway from Dakota Ave. to Route 99; improve Route 99 interchange.</i>	<i>STIP/ RIP, TCRP</i>
<i>Stanislaus</i>	<i>SR-132</i>	<i>17.7-19.7/ 28.48-31.70</i>	<i>Widen to 4 lanes from Riverside Drive to Frazine/Codoni Roads.</i>	<i>STIP/ RIP</i>

**RIGHT OF WAY AND ENVIRONMENTAL ISSUES****Right-of-Way Issues**

Right-of-way is the property that Caltrans owns. It consists of the actual roadway, median, shoulders, and adjacent land. SR-132 right-of way issues exist starting from outside the City of Modesto from PM 12.90, Rosemore Avenue, through the City of Modesto to PM 28.60, in the town of Waterford and in the town of La Grange, PM 45.81. Within segments 3 through 15 in Stanislaus County, portions of the route are located within close proximity to utility poles, railroad tracks, schools, residences, and existing business buildings. There are possible environmental issues in western Stanislaus County and southwest San Joaquin County. The State right-of-way width along SR-132 ranges from 40 to 600 feet. Future widening improvements may require realignments, by-passes, or acquisition of additional right-of-way to meet our 20-year concept and UTC facility.

**AIR QUALITY****San Joaquin Valley Air Basin**

SR-132 is located in both the San Joaquin Valley Air Basin and the Mountain County Air Basin. The San Joaquin Valley Air Basin is defined by mountain and foothill ranges to the east and west. This area has been designated as a severe non-attainment area for ozone, non-attainment for particulate matter (PM-10), and as attainment area for carbon monoxide (CO). State and federal laws require that all state and regional transportation plans conform with the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. Compliance with conformity laws mandate that adjacent non-attainment areas work together toward practical attainment strategies, such as the cooperation among the eight local Regional Transportation Planning Agencies (RTPA) within the San Joaquin Valley, Caltrans and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Due to valley wide non-attainment, the eight RTPA's (three agencies in District 10) approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. The Transportation Planning Agencies developed another MOU with the SJVUAPCD. The major focus of these comprehensive, planning agreements was to reduce emissions through the following measures:

- Development and analysis of transportation control measures that each county could reasonably implement.
- Identification of effective transportation models that would generate a consistent analysis and reporting base.
- Satisfaction of conformity requirements for state and federal funds, especially the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) funds.

The participation of the Valley Counties in the MOU is reflected in the updated San Joaquin County Regional Transportation Plan (RTP) submitted for current STIP funding cycle. The RTP identifies projects aimed not only at road improvements, but also at transit projects. The transit projects focus on reducing single-passenger vehicle trips as well as bicycle paths to make room for non-emission travel.

The 1990 Federal Clean Air Act Amendments (CAAA), promulgated November 15, 1990, placed new requirements on sources of air pollution in areas (including the San Joaquin Valley) failing to meet federal air quality standards. The CAAA included more stringent requirements for demonstrating air quality conformity in Transportation Plans and Projects, per the conformity provisions in Section 176(a). On November 15, 1993, the EPA published conformity rules delineating specific criteria and procedures for fulfilling the conformity requirements of the CAAA. This rule, effective September 15, 1997, has been updated and published in the Federal Register August 15, 1997.

### **Mountain County Air Basin**

The Mountain County Air Basins are unclassified in respect to attainment for carbon monoxide (CO) and for particulate matter ten microns (PM-10) or greater. However, based on the recommendations of the EPA and the California Air Resource Board (CARB) it will soon be classified as a non-attainment area for ozone for the 8-hour standard.

State and federal laws require that all State and Regional Transportation Plans conform with the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments of 1990 established a requirement that Transportation Plans, Programs, and Projects conform to the SIP's purpose of attainment of the National Ambient Air Quality Standards (NAAQS). Compliance with the conformity rule mandates that non-attainment areas work together toward practical attainment strategies. For example, the cooperation among the local Transportation Planning Agency's (TPA) within each county, Caltrans, and the respective Unified Air Pollution Control Districts (UAPCD).

## **ALTERNATIVE TRANSPORTATION**

### **Flexibility**

One of the Department's goals is making transit a more practical travel option. As a part of the TCR we will identify gaps in transit service along with deficiencies in access to bicycle and



pedestrian facilities. The following information pertains to the inventory of alternative modes of transportation and feasible recommendations to provide a seamless transportation system.

### **Fixed Route Transit and Demand Response Service**

Public transit in San Joaquin, Stanislaus, Tuolumne, and Mariposa County is provided by a number of public agencies and private companies. The following is a list of transportation services provided to the general public, for the transportation disadvantaged, and transit dependent, in Modesto for the SR-132 corridor.

- Stanislaus Regional Transit (StaRT): Operated by Stanislaus County which provides two types of fixed route services: three fixed routes and four “Runabout” services.
- Modesto Area Express (MAX): Operated by the City of Modesto which operates seventeen routes. MAX also operates two commuter routes, one to Dublin BART and one to the Manteca-Lathrop ACE station, and provides connections to the Modesto Amtrak station.
- Modesto Dial-a-Ride: This service operates seven days a week for the elderly and handicapped residents of the Modesto Urban Areas , including Salida and Empire. General public service is provided in the evenings and all day Sunday.
- City of Waterford: This system is operated as a general public, demand-responsive service within the City, Monday through Friday. The City offers one direct connection to MAX Empire route by reservation that may be replaced by a new runabout service now offered by StaRT.
- Greyhound Terminal : In Modesto and privately owned and operated with daily services.

Every effort should be made to include other modes of transportation facilities at these locations to promote a seamless transportation system.

### **Pedestrians**

Pedestrian traffic makes up the link between all other forms of transportation. If the facilities for pedestrian traffic are safe, convenient, and seamless, then this will fill one more gap in the system. Our transportation system needs to be seamless. Where there is a break in one form of transportation, the next form needs to make up for it. Because of the difficulty in providing seamless systems in some of the modes, the pedestrian form of transportation is what is left, therefore, the pedestrian form of transportation needs to be provided with safe, convenient, and plentiful facilities. Those facilities include signalized intersections, stop signs, sidewalks and cross walks that are wheelchair assessable, public restrooms, covered resting areas, bicycle storage facilities, transit waiting areas with benches. Providing these facilities is especially important with SR-132 since some segments are a main street highway.

### **Rail**

Most city and county residents near SR-132 obtain passenger rail service through Amtrak in Modesto and ACE in the City of Tracy. Commercial service is provided by local rail and Union Pacific rails. Every effort should be made to include other modes of transportation at these facilities also.

## **Airports**

Modesto City-County Airport: Operated by the city and county with commercial flights with an Airport Master Plan under development. Ground services are provided by Modesto Area Express, dial-a-ride, taxi, hotel shuttles, Greyhound, and Amtrak.

## **Bicycle Facilities**

In San Joaquin, Stanislaus, Tuolumne, and Mariposa Counties, along SR-132, bicycles are allowed unless there is signage stating otherwise. In Tuolumne and Mariposa Counties, along SR-132, because of the hilly terrain, curves, and narrow roadways, bicycling could pose a hazard to motorists and cyclists. In San Joaquin and Stanislaus Counties, along SR-132, roadways are wide enough to accommodate cyclists. However, bicycling as a mode of transportation has decreased in this area, except for recreational bicycling. Stanislaus County does have a Regional Bicycle Action Plan that serves as a blueprint to bring together the needs, costs, and benefits of expanding their the bicycle facilities.

It is a suggested touring route in the District 10 Bicycle Touring Guide connecting to the California Aqueduct Bicycle Trail on the west and extending east to Coulterville with some routing over local roads. It is also an important bicycle route for local bicycle commuters.

In general, there is a small percent of the local population who use bicycles, approximately less than 1%, because of the preference of autos by residents, weather conditions, and the hazards of bicycling. There is, however, an increased interest in bicycling by tourists.

By providing safe bicycle lanes, storage areas, public restrooms, the number of bicyclists may increase as a mode of transportation during the acceptable weather days thus reducing the traffic volumes on our highways and satisfying our public customers who wish to use other modes of transportation. Every effort should be made to consider these options when designing our future projects keeping in mind that there is a context sensitive solution for every project we build.

Bicycle lanes and facilities should be considered in the urban Modesto areas on SR-132.

## **Park-and-Ride Lots**

Currently, there are no Park-and-Ride Lots owned and operated by Caltrans on SR-132. Park-and-Ride lots provide a convenient location for commuters to park their autos with minimum loss of time. By providing enough convenient locations, commuters are more likely to car pool, thus reducing the volume of autos on our highways, increasing the highway level of service, and reducing air pollution. Providing bicycle lanes from these Park-and-Ride lots will also add to the safety and convenience of commuters who wish to combine modes of transportation in their commute. The Park-and-Ride lots should be part of the public transit routes and should include waiting stations with benches for transit users. Bicycle storage facilities should be included for the bicyclist that chooses to use the transit or carpool mode of transportation. Again, every effort should be made to consider these improvements when designing highway projects keeping the public needs in mind at all times and with all projects.

State owned Park-and-Ride lots should be located at or near the following locations near SR-132: At or near the junctions of SR-580, I-5, SR-33, SR-99, J-7, J-14, J-9, J-59, SR-49.

## INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and reducing the number of incidents through an Intelligent Transportation System (ITS). ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits such as safety, traveler information, and congestion management through Changeable Message Signs (CMS), ramp metering, Highway Advisory Radio (HAR), Traffic Monitoring Stations (TMS), Closed Circuit Television (CCTV), Weather Stations (WS), Public Information Database (PIDB), Traveler Advisory Telephones (TAT), Community Access Television (CATV), and automated warning systems.

The following is a list of the Planned ITS Projects for SR-132. However, there is no power infrastructure on SR-132 as yet.

COUNTY	PM/KP	DESCRIPTION
San Joaquin	0.06/0.10	East bound lanes-install CMS (fog) and loops.
San Joaquin	0.5/0.81	Install weather station.
San Joaquin	1.0/1.61	West bound CMS (fog) and loops
San Joaquin	2.16/3.48	East bound CMS (fog) and loops.
San Joaquin	3.4/5.47	Install weather station; Highway Advisory Radio (HAR)
San Joaquin	4.3/6.92	West bound CMS (fog) and loops.
San Joaquin	5.3/8.53	East bound CMS (fog) and loops.
San Joaquin	5.8/9.33	Install weather station.
San Joaquin	6.3/10.14	West bound CMS (fog) and loops.
Stanislaus	0.10/0.16	East bound CMS (fog) and loops.
Stanislaus	0.60/0.97	Install weather station.
Stanislaus	1.10/1.77	West bound CMS (fog) and loops.
Stanislaus	13.70/22.05	East bound CMS (fog) and loops.
Stanislaus	14.83/23.87	West bound CMS (fog) and loops.

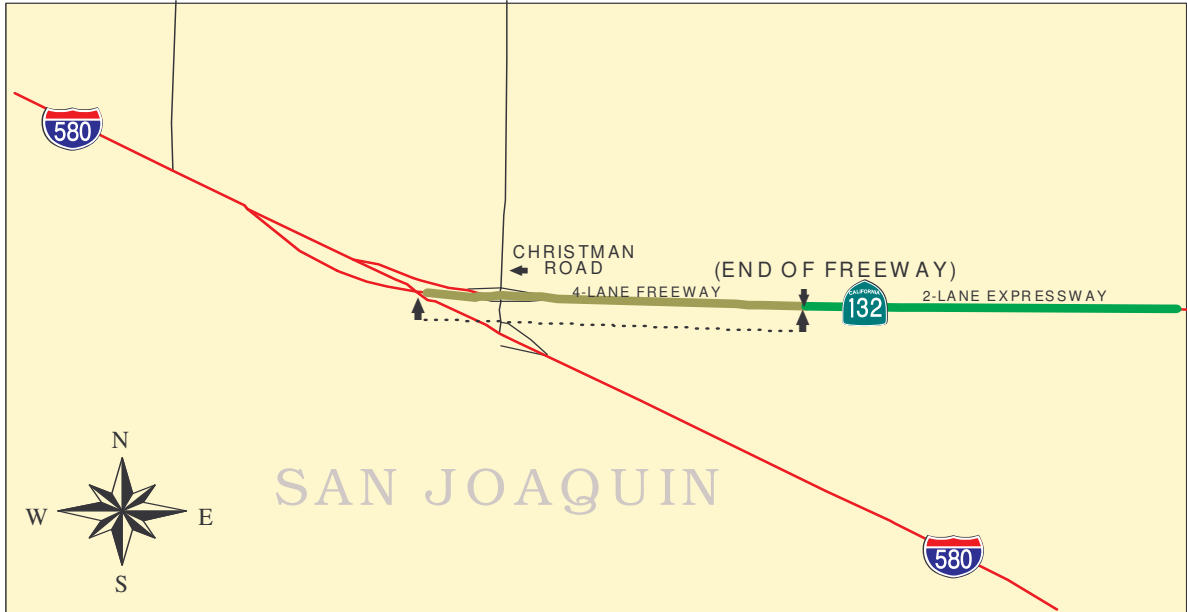
The following is a list of ITS projects in Stanislaus at intersections on SR-132 under the Strategic Deployment Plan (SDP):

- Carpenter Rd.-----CCTV----PM 13.42
- L Street-----CCTV----PM 14.93
- H Street-----CCTV----PM 15.34
- Santa Cruz Ave.--CCTV----PM 16.23
- Lincoln Ave.-----CCTV--- PM 18.15
- Claus Rd.-----CCTV----PM 19.01

## SR-132: SAN JOAQUIN COUNTY – SEGMENT 1 FACT SHEET

**Location:** I-580 to end of Freeway  
**Post Mile:** PM 0.00 –1.16  
**Kilometer Post:** KP 0.00-1.87  
**Length:** 1.164 miles/1.87 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Flat



### Traffic Forecast Data

#### 4-lane Freeway

#### Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	A	A	B
<b>V/C</b>	0.21	0.25	0.36
<b>ADT</b>	14,350	17,190	25,250
<b>Peak Hour Volume</b>	1,580	1,890	2,780
<b>Peak Hour Dir. Split</b>	70/30	70/30	70/30
<b>% Trucks</b>	12%	12%	12%

**Concept Facility (2020)**

4-lane Freeway (existing); LOS C

**Ultimate Transportation Corridor**

6-lane Freeway (consider HOV lanes)

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

### Planned Project(s)

County	Route	PM/KP	Description	Designation
<i>SJ</i>	<i>132</i>	<i>1.0-2.4/ 1.6-3.9</i>	<i>Close gap in 4-lane freeway</i>	<i>Near Term 99-09 TSDP; RTP Tier 1</i>



**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

<b>SYSTEM DESIGNATIONS</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway System	X	
National Highway System (NHS)	X (I-580-SR-99)	
Interregional Road System (IRRS)	X	
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X (I-580-SR-99)	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from approximately 220 feet to 300 feet (67 to 91 meters)

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts.

**Traffic Collision Rate**  
(per million vehicle miles traveled)

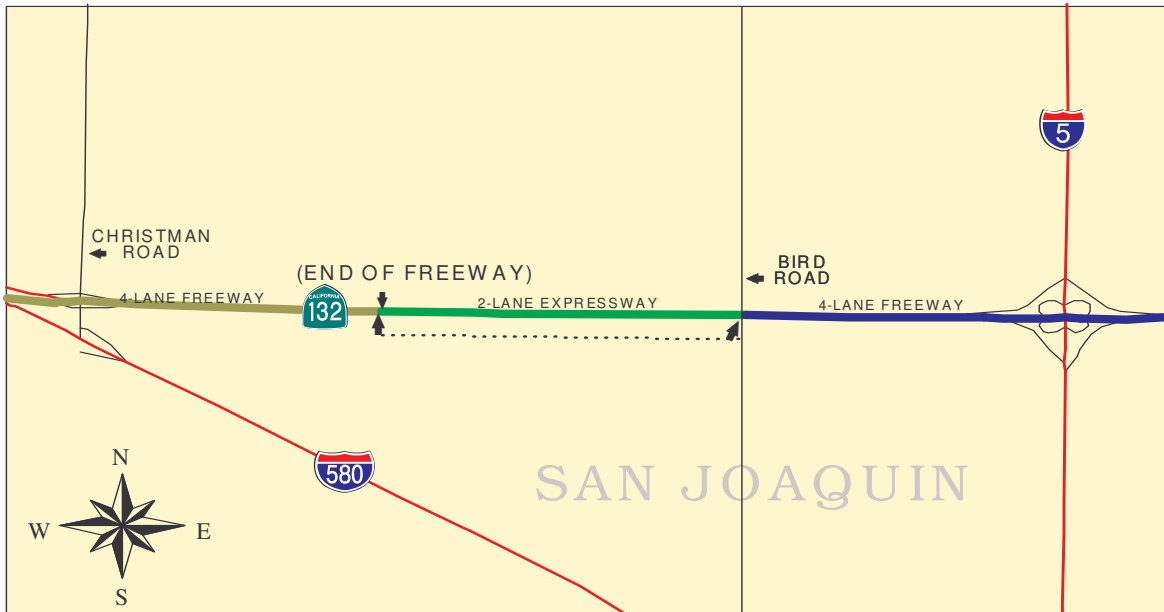
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.28	0.84	0.24	0.49

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: SAN JOAQUIN COUNTY - SEGMENT 2 FACT SHEET

**Location:** End of Freeway to Bird Road  
**Post Mile:** PM 1.164-2.27  
**Kilometer Post:** KP 1.87-3.65  
**Length:** 1.11 miles/1.78 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Flat



### Traffic Forecast Data 2-lane Expressway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	D	E	F
<b>V/C</b>	0.54	0.70	0.93
<b>ADT</b>	13,700	17,800	23,600
<b>Peak Hour Volume</b>	1,500	1,960	2,600
<b>Peak Hour Dir. Split</b>	70/30	70/30	70/30
<b>% Trucks</b>	12%	12%	12%

**Concept Facility (2020)**

4-lane freeway; LOS C

**Ultimate Transportation Corridor**

6-lane freeway (consider HOV lanes)

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

### Planned Project(s)

County	Route	PM/KP	Description	Designation
<i>SJ</i>	<i>132</i>	<i>1.0-2.4/ 1.6-3.9</i>	<i>Close gap in 4-lane freeway</i>	<i>Near Term 99-09 TSDP; RTP Tier 1</i>

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from approximately 220 to 300 feet (67 to 91 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact – if appropriate
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	High sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
**(per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.30	0.66	0.32	0.60

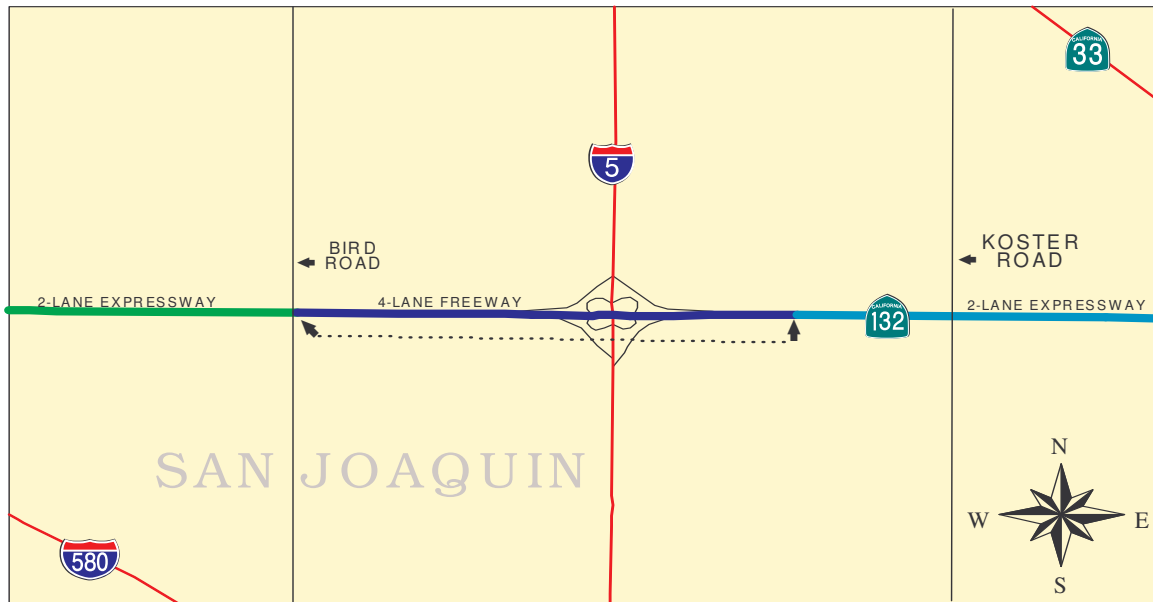
*Source: TASAS Database (July 1, 1998 - June 30, 2001)*



## SR-132: SAN JOAQUIN COUNTY - SEGMENT 3 FACT SHEET

**Location:** Bird Road to East of Junction I-5  
**Post Mile:** PM 2.27-3.81  
**Kilometer Post:** KP 3.65-6.13  
**Length:** 1.54 miles/2.48 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**4-lane Freeway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	A	A	B
<b>V/C</b>	0.21	0.25	0.32
<b>ADT</b>	13,800	17,250	22,500
<b>Peak Hour Volume</b>	1,520	1,900	2,480
<b>Peak Hour Dir. Split</b>	70/30	70/30	70/30
<b>% Trucks</b>	12%	12%	12%

**Concept Facility (2020)**

4-lane freeway (existing); LOS C

**Ultimate Transportation Corridor**

6-lane freeway (consider HOV lanes)

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

<b>SYSTEM DESIGNATIONS</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

### **\*Right of Way Information**

The right-of-way ranges from 200 to 300 feet (61 to 91 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

### **Air Quality/Environmental Status**

#### **\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

#### **\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Moderate/High sensitivity
Special Status Species	High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

### **Traffic Collision Rate (per million vehicle miles traveled)**

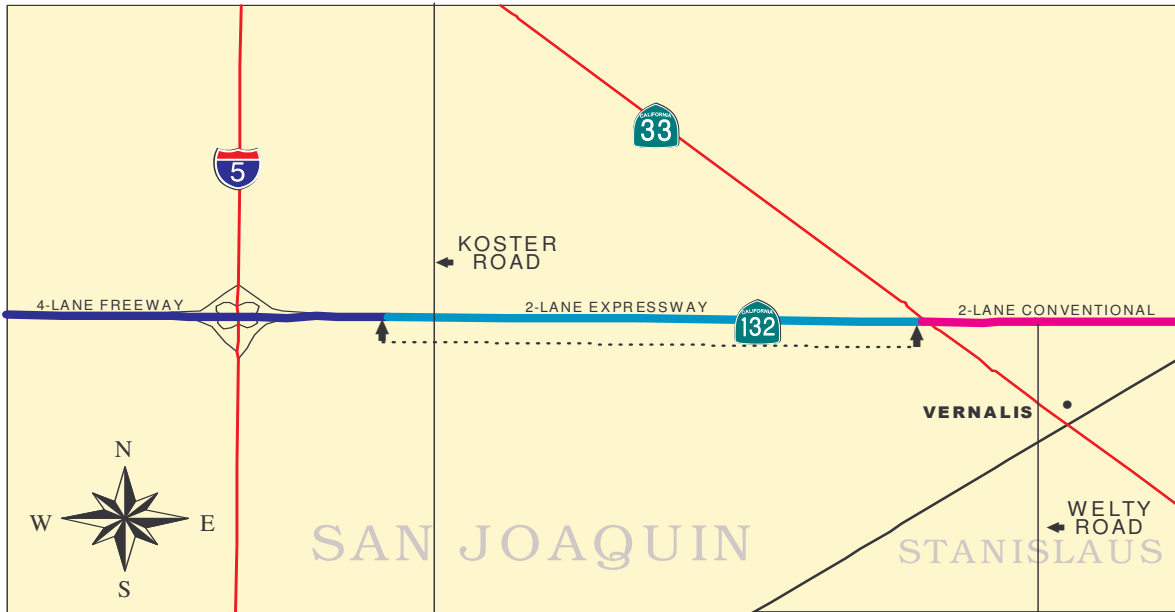
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.04	0.09	0.17	0.39

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: SAN JOAQUIN COUNTY - SEGMENT 4 FACT SHEET

**Location:** East of Jct. I-5 to West of Jct. SR-33  
**Post Mile:** PM 3.81-5.84  
**Kilometer Post:** KP 6.13-9.40  
**Length:** 2.03 miles/3.27 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Expressway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	D	E	F
<b>V/C</b>	0.55	0.68	0.89
<b>ADT</b>	13,800	17,250	22,490
<b>Peak Hour Volume</b>	1,520	1,900	2,480
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	11%	11%	11%

**Concept Facility (2020)**

4-lane Expressway; LOS C

**Ultimate Transportation Corridor**

4-lane Freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
<i>SJ</i>	<i>132</i>	<i>4.0-5.9/ 6.4-9.5</i>	<i>2E to 4E Koster Rd. to SR-33</i>	<i>Long Term 09-19 TSDP; RTP Tier 2</i>

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

<b>SYSTEM DESIGNATIONS</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 200 to 400 feet (61 to 121 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Non-attainment	Attainment

\* NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	High sensitivity
Cultural Resources	Moderate
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.52	0.95	0.32	0.60

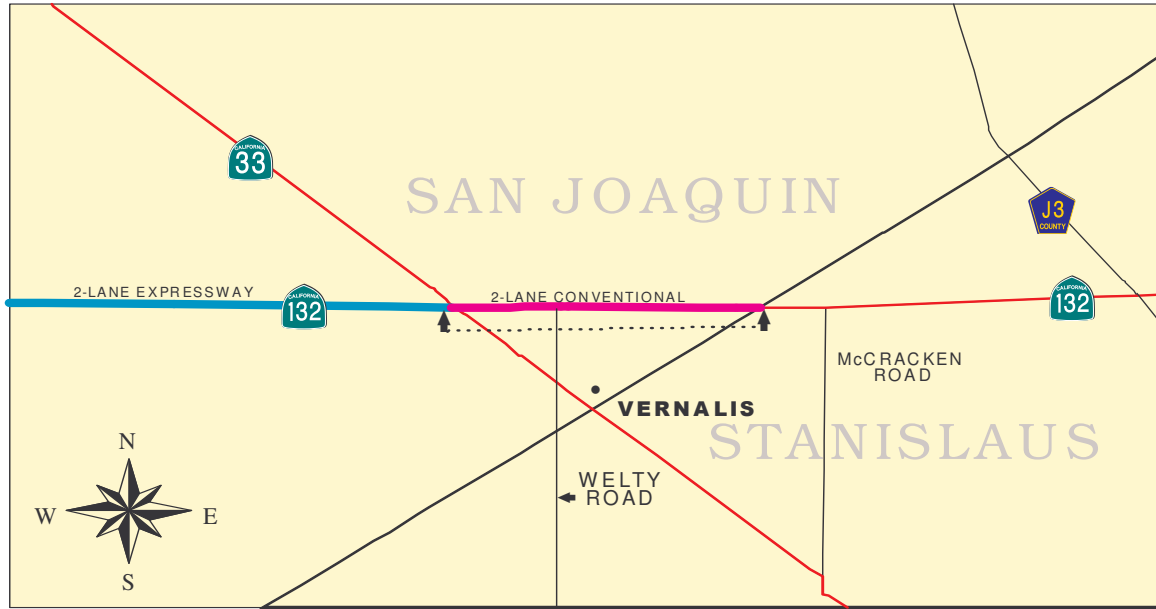
Source: TASAS Database (July 1, 1998 - June 30, 2001)



## SR-132: SAN JOAQUIN COUNTY - SEGMENT 5 FACT SHEET

**Location:** West of Jct. SR-33 to Stanislaus Co. Line  
**Post Mile:** PM 5.84-7.01  
**Kilometer Post:** KP 9.40-11.28  
**Length:** 1.17 miles/1.88 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 4-lane Expressway\*

#### Average Highway Speed 55 mph

	2000 Existing Facility (2-lane conventional)	2010 4-lane expressway w/o Improvement	2020 4-lane expressway w/o Improvement
<b>LOS</b>	E	B	B
<b>V/C</b>	0.62	0.36	0.44
<b>ADT</b>	15,700	21,200	26,150
<b>Peak Hour Volume</b>	1,730	2,330	2,880
<b>Peak Hour Dir. Split</b>	63/35	65/35	65/35
<b>% Trucks</b>	11%	11%	11%

\* See Programmed projects on the next page.

**Concept Facility (2020)**

4-lane Expressway; LOS C

**Ultimate Transportation Corridor**

4-lane Freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation/ Fund Source
<i>SJ</i>	<i>132</i>	<i>5.8(SJ)- 2.4(St)/ 9.3(SJ) 3.9(STA)</i>	<i>“SR-132 West Widening”- Construct 4-lane divided expressway.</i>	<i>Near Term 99- 09/TSDP;STIP/ RIP,IIP</i>

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 80 to 300 feet (24 to 91 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	High sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
**(per million vehicle miles traveled)**

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.52	1.04	0.44	0.90

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

# SR-132: STANISLAUS COUNTY - SEGMENT 1 FACT SHEET

**Location:** San Joaquin Co. Line to Hart Road  
**Post Mile:** PM 0.00-8.38  
**Kilometer Post:** KP 0.00-13.49  
**Length:** 6.35 miles/10.22 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



## Traffic Forecast Data 4-lane Expressway\*

Average Highway Speed 55 mph

	2000 Existing Facility (2-lane conventional)	2010 4-lane expressway w/o Improvement	2020 4-lane expressway w/o Improvement
LOS	E	B	B
V/C	0.61	0.43	0.53
ADT	15,600	22,000	28,000
Peak Hour Volume	1,700	2,450	3,000
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	8%	8%	8%

\*See Programmed Projects on the next page.

**Concept Facility (2020)**

4-lane Expressway; LOS C

**Ultimate Transportation Corridor**

4-lane Freeway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

## Planned Project(s)

County	Route	PM/KP	Description	Designation
STA	132	2.2-5.7/ 3.5-9.2	2C-4E SJ River to Gates Rd.	Long Term 09-19; RTP Tier 1
STA	132	5.7-12.3/ 9.2-19.8	4E on new alignment-Gates Rd to Dakota	Near Term 99-09; RTP Tier 1

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation/ Fund Source
STA	132	5.8(SJ)- 2.4(St)/ 9.3(SJ) 3.9(STA)	"SR-132 West Widening"- Construct 4-lane divided expressway.	Near Term 99- 09/TSDP;STIP/ RIP,IIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 60 to 600 feet (18 to 182 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 year
Wetlands	High sensitivity
Special Status Species	High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Moderate sensitivity
Other Comments About This Segment	Dairies

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts



**Traffic Collision Rate**  
**(per million vehicle miles traveled)**

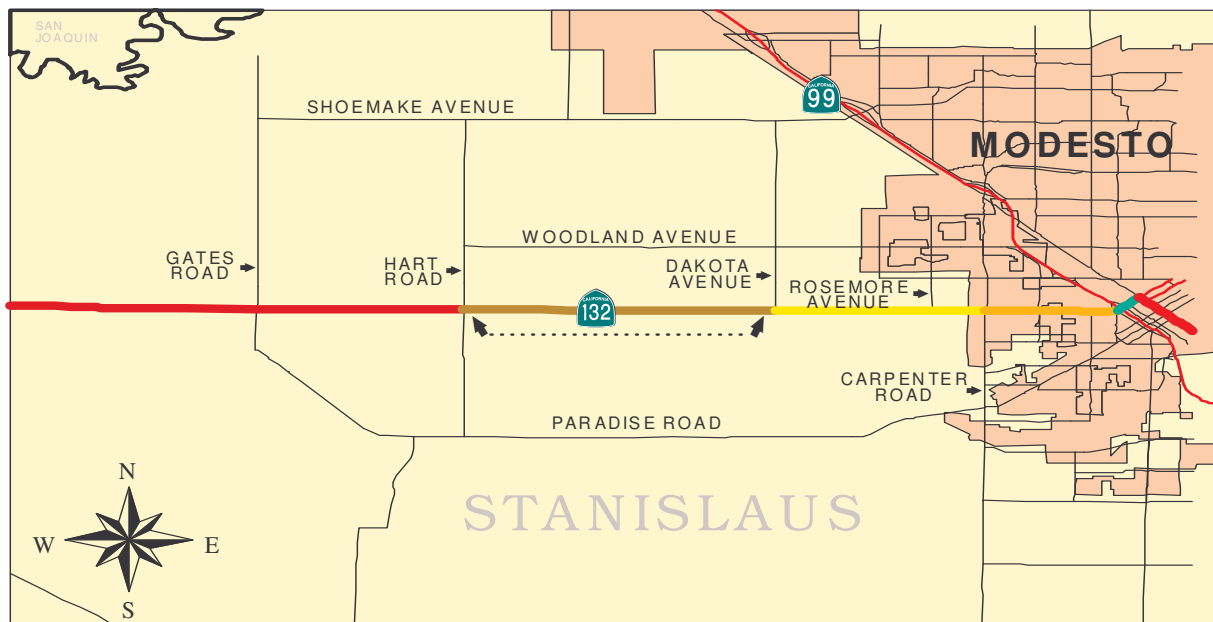
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.37	0.85	0.45	0.92

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 2 FACT SHEET

**Location:** Hart Road to Dakota Avenue  
**Post Mile:** PM 8.38-11.39  
**Kilometer Post:** KP 13.49-18.33  
**Length:** 3.01 miles/4.84 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 4-lane Expressway\*

#### Average Highway Speed 55 mph

	2000 Existing Facility (2-lane conventional)	2010 4-lane expressway w/o Improvement	2020 4-lane expressway w/o Improvement
<b>LOS</b>	D	B	C
<b>V/C</b>	0.55	0.46	0.58
<b>ADT</b>	14,500	24,000	30,000
<b>Peak Hour Volume</b>	1,600	2,650	3,300
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	8%	8%	8%

\* See Programmed Projects on the next page.

**Concept Facility (2020)**

4-lane Expressway; LOS C

**Ultimate Transportation Corridor**

4-lane Freeway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

### Planned Project(s)

County	Route	PM/KP	Description	Designation
STA	132	5.712.3/ 9.2-19.8	4E on new alignment-Gates Rd to Dakota	Near Term 99-09; RTP Tier 1

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	5.8(SJ)-2.4(St)/ 9.3(SJ) 3.9(STA)	"SR-132 West Widening"- Construct 4-lane divided expressway.	Near Term 99- 09/TSDP;STIP/ RIP,IIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 60 to 100 feet (18 to 30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.\*Environmental Status

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate/High sensitivity
Special Status Species	High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

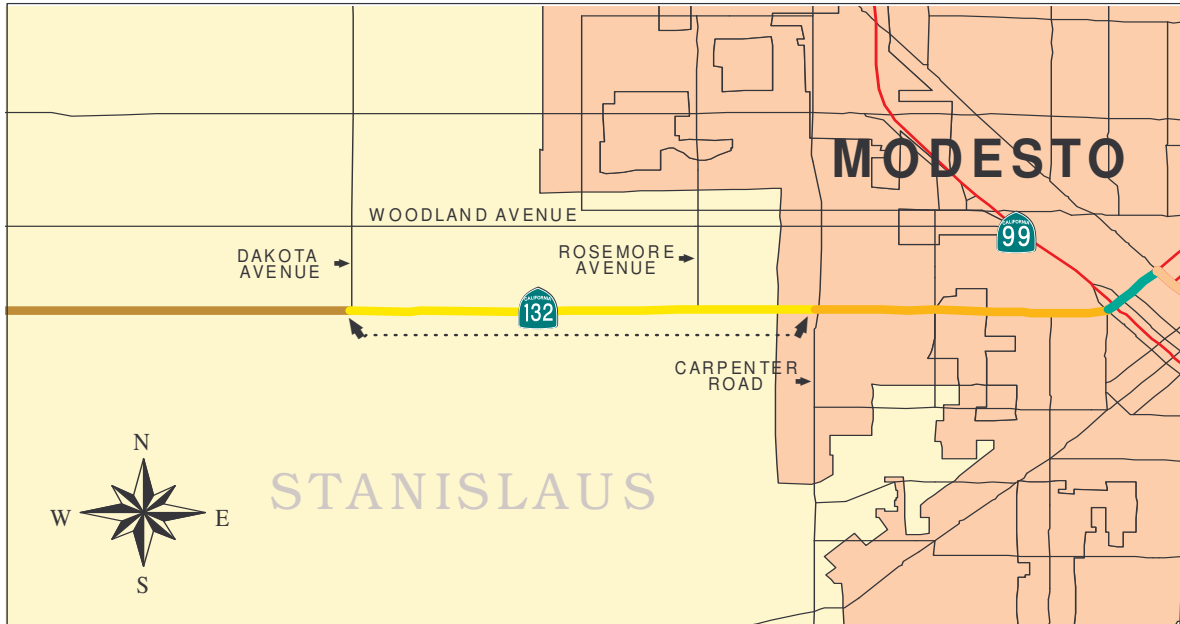
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.27	0.62	0.45	0.92

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: STANISLAUS COUNTY - SEGMENT 3 FACT SHEET

**Location:** Dakota Avenue to Carpenter Road  
**Post Mile:** PM 11.39-13.42  
**Kilometer Post:** KP 18.33-21.60  
**Length:** 2.03 miles/3.27 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 4-lane Expressway\*

#### Average Highway Speed 55 mph

	2000 Existing Facility (2-lane conventional)	2010 4-lane expressway w/o Improvement	2020 4-lane expressway w/o Improvement
<b>LOS</b>	D	B	C
<b>V/C</b>	0.52	0.53	0.53
<b>ADT</b>	14,400	24,400	30,000
<b>Peak Hour Volume</b>	1,450	2,450	3,000
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	8%	8%	8%

\* See Programmed Projects on the next page.

**Concept Facility (2020)**

4-lane Expressway; LOS D

**Ultimate Transportation Corridor**

4-lane Freeway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

### **Planned Project(s)**

Currently, there is only one planned project for this segment that covers only the first mile of this segment. This mile is covered in the previous segment 2.

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation/ Fund Source
STA	132	R12.4-R16.2/ R19.96-26.07	"Route 132 Expressway"- New 4-lane expressway from Dakota Ave. to Route 99; improve Route 99 interchange.	STIP/ RIP,TCRP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 60 to 100 feet (18 to 30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate/High sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division., or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts



**Traffic Collision Rate**  
(per million vehicle miles traveled)

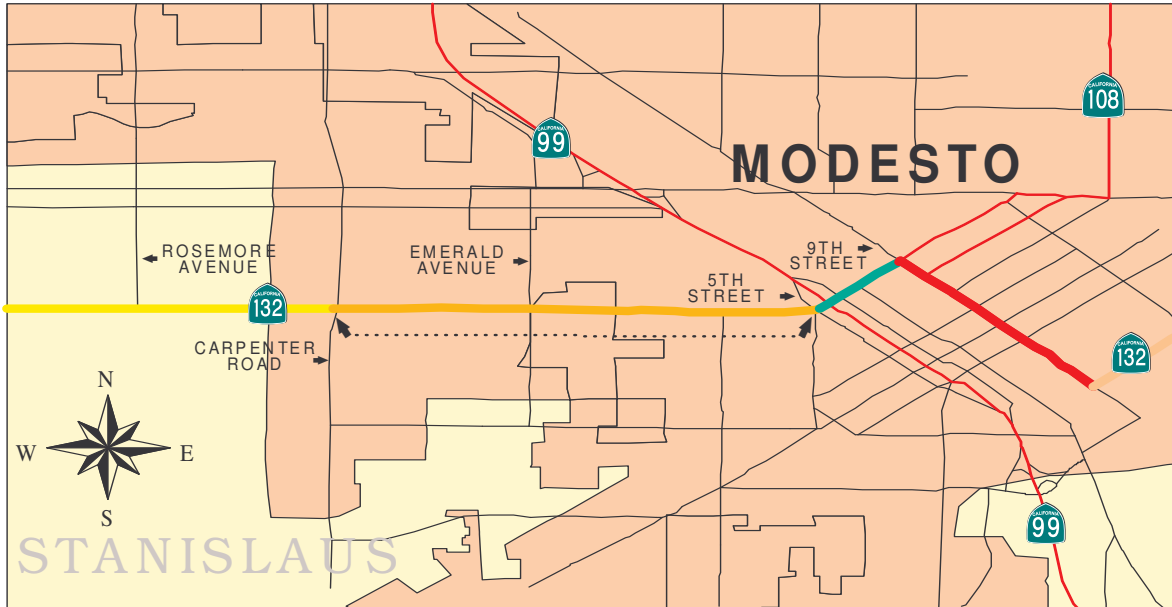
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.63	1.38	0.99	2.52

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 4 FACT SHEET

**Location:** Carpenter Road to 5<sup>th</sup> Street  
**Post Mile:** PM 13.42-14.70  
**Kilometer Post:** KP 21.60-23.66  
**Length:** 1.28 miles/2.06 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** Yes  
**Terrain:** Level



### Traffic Forecast Data 4-lane Expressway\*

#### Average Highway Speed 55 mph

	2000 Existing Facility (2-lane conventional)	2010 4-lane expressway w/o Improvements	2020 4-lane expressway w/o Improvement
<b>LOS</b>	D	C	D
<b>V/C</b>	0.47	0.54	0.68
<b>ADT</b>	13,100	30,500	38,000
<b>Peak Hour Volume</b>	1,300	3,050	3,800
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	8%	8%	8%

\* See Programmed Projects on the next page.

#### Concept Facility (2020)

4-lane Expressway; LOS D

#### Ultimate Transportation Corridor

4-lane Freeway

#### Local Planning Jurisdiction

Stanislaus Council of Governments (StanCOG)

#### Planned Project(s)

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation/ Fund Source
STA	132	R12.4-R16.2/ R19.96-26.07	"Route 132 Expressway"- New 4-lane expressway from Dakota Ave. to Route 99; improve Route 99 interchange.	STIP/ RIP,TCRP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System	X	
Interregional Road System	X I-580-SR-99	
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network	X I-580-SR-99	
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 60 to 100 feet (18 to 30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low/Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	High sensitivity
Possible Hazardous Waste	Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

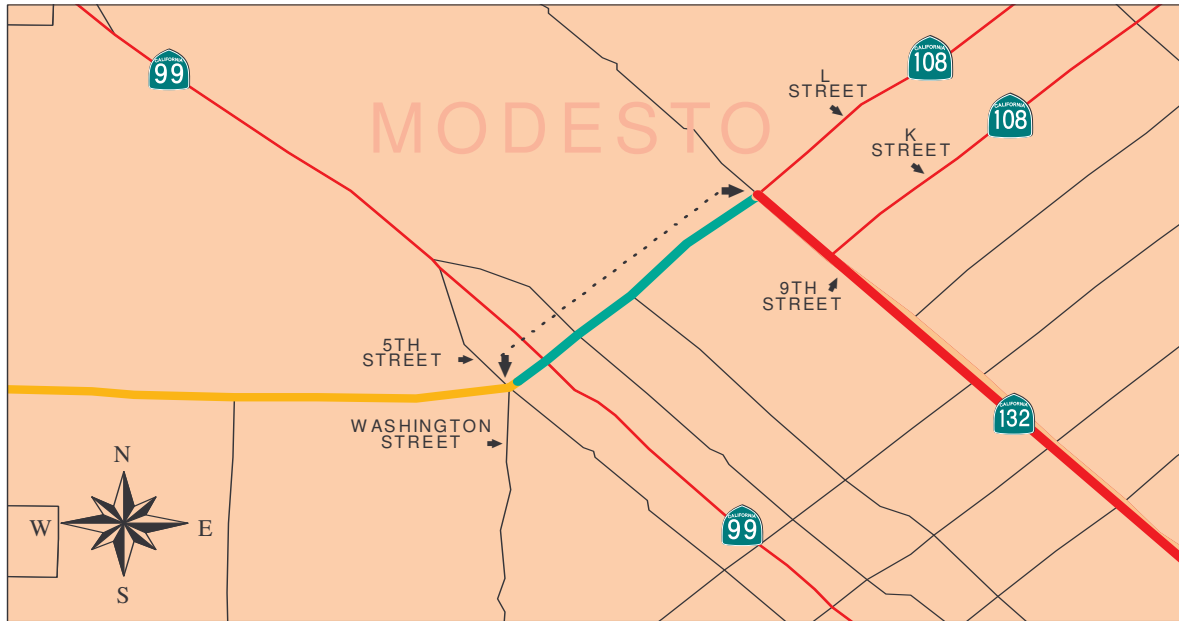
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.97	3.83	1.12	2.60

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 5 FACT SHEET

**Location:** 5<sup>th</sup> Street to 9<sup>th</sup> Street  
**Post Mile:** PM 14.70-14.98  
**Kilometer Post:** KP 23.66-24.11  
**Length:** 0.28 miles/0.45 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** Yes  
**Terrain:** Level



**Traffic Forecast Data**  
**4-lane Conventional Highway**  
**Average Highway Speed 35 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	F	F	F
<b>V/C</b>	>1.00	>1.00	>1.00
<b>ADT</b>	14,800	32,200	38,400
<b>Peak Hour Volume</b>	1,500	3,200	3,850
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** The Concept Facility east of SR-99 is presently undetermined. The LOS is presently at a LOS “F” and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects. **Concept LOS D is desired.**

**Ultimate Transportation Corridor** 6-lane Expressway.

**Local Planning Jurisdiction** Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way in this segment is approximately 80 feet (24 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	High sensitivity
Possible Hazardous Waste	Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.74	5.88	0.99	2.52

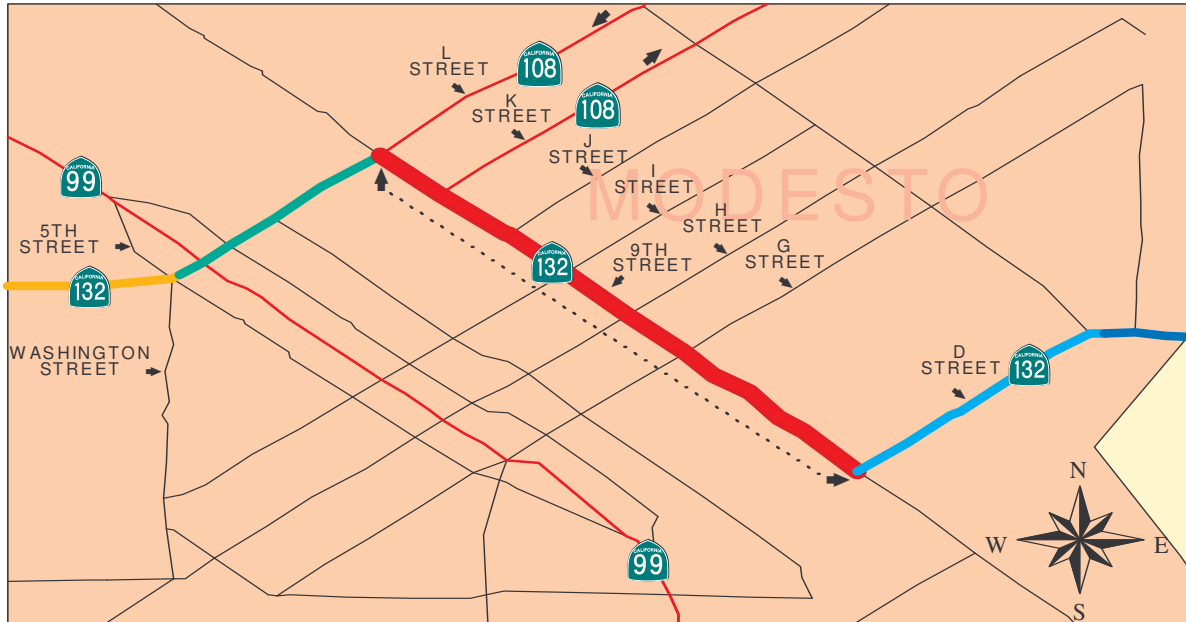
*Source: TASAS Database (July 1, 1998 - June 30, 2001)*



## SR-132: STANISLAUS COUNTY - SEGMENT 6 FACT SHEET

**Location:** L Street to D Street  
**Post Mile:** PM L14.98-L15.71  
**Kilometer Post:** KP L24.11-L25.28  
**Length:** 0.73 miles/1.18 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** Yes  
**Terrain:** Level



**Traffic Forecast Data**  
**4-lane Conventional Highway**  
**Average Highway Speed 40 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	F	F	F
<b>V/C</b>	>1.00	>1.00	>1.00
<b>ADT</b>	18,500	22,400	25,900
<b>Peak Hour Volume</b>	1,500	1,800	2,100
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** The Concept Facility east of SR-99 is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects. **Concept LOS D is desired.**

**Ultimate Transportation Corridor**

6-lane Expressway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way in this segment is approximately 88 feet (27 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low/Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	High sensitivity
Possible Hazardous Waste	Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

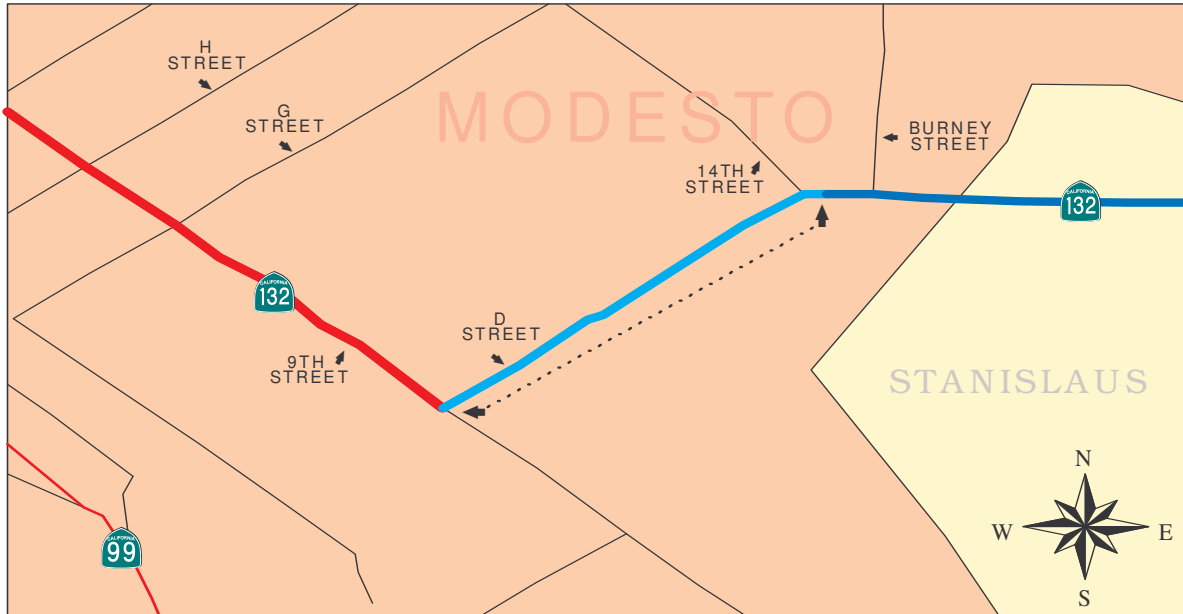
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
2.65	4.92	1.43	3.35

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 7 FACT SHEET

**Location:** 9<sup>th</sup> Street to 14<sup>th</sup> Street  
**Post Mile:** PM 14.98-15.34  
**Kilometer Post:** KP 24.11-24.69  
**Length:** 0.36 miles/0.58 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** Yes  
**Terrain:** Level



**Traffic Forecast Data**  
**4-lane Conventional Highway**  
**Average Highway Speed 40 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	F	F	F
<b>V/C</b>	>1.00	>1.00	>1.00
<b>ADT</b>	15,500	22,300	26,000
<b>Peak Hour Volume</b>	1,400	2,000	2,350
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** The Concept Facility east of SR-99 is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects. **Concept LOS D is desired.**

**Ultimate Transportation Corridor**

6-lane Expressway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way in this segment is approximately 80 feet (27 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100/500 year
Wetlands	Low/Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	High sensitivity
Possible Hazardous Waste	Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

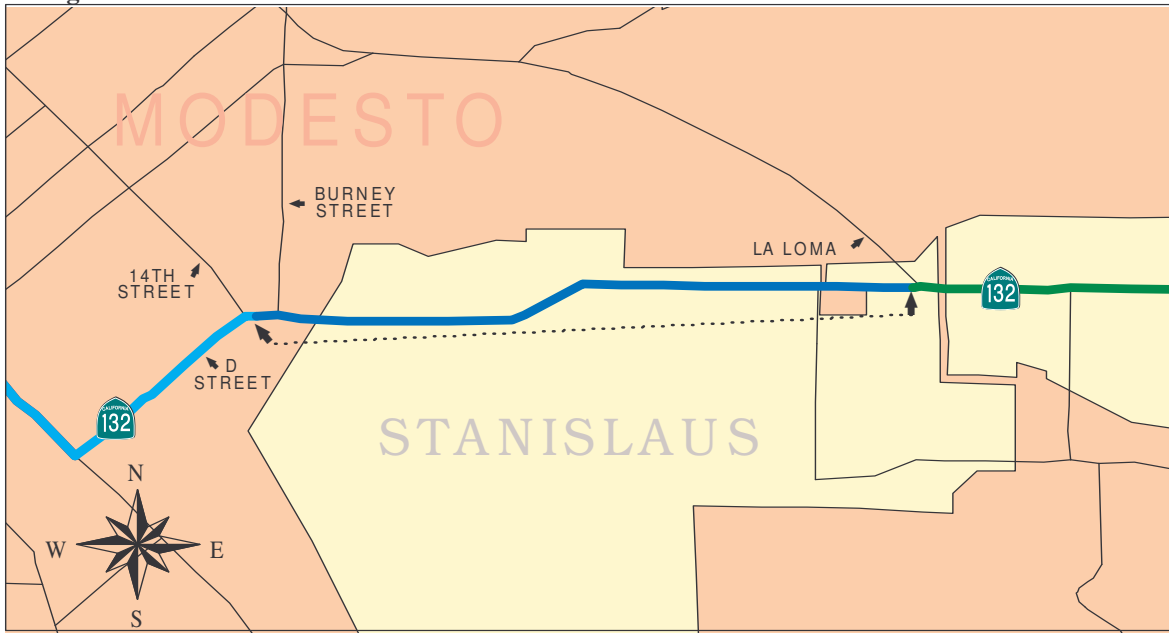
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.48	3.86	1.97	4.95

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 8 FACT SHEET

**Location:** D Street to La Loma  
**Post Mile:** PM 15.34-16.32  
**Kilometer Post:** KP 24.69-26.26  
**Length:** 0.98 miles/1.58 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** Yes  
**Terrain:** Level



### Traffic Forecast Data 4-lane Conventional Highway Average Highway Speed 45 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	F	F	F
<b>V/C</b>	>1.00	>1.00	>1.00
<b>ADT</b>	22,000	28,400	33,000
<b>Peak Hour Volume</b>	2,200	2,850	3,300
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** The Concept Facility east of SR-99 is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects. **Concept LOS D is desired.**

**Ultimate Transportation Corridor**

6-lane Expressway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)



**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 90 to 170 feet (27 to 52 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Moderate/High sensitivity
Possible Hazardous Waste	Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

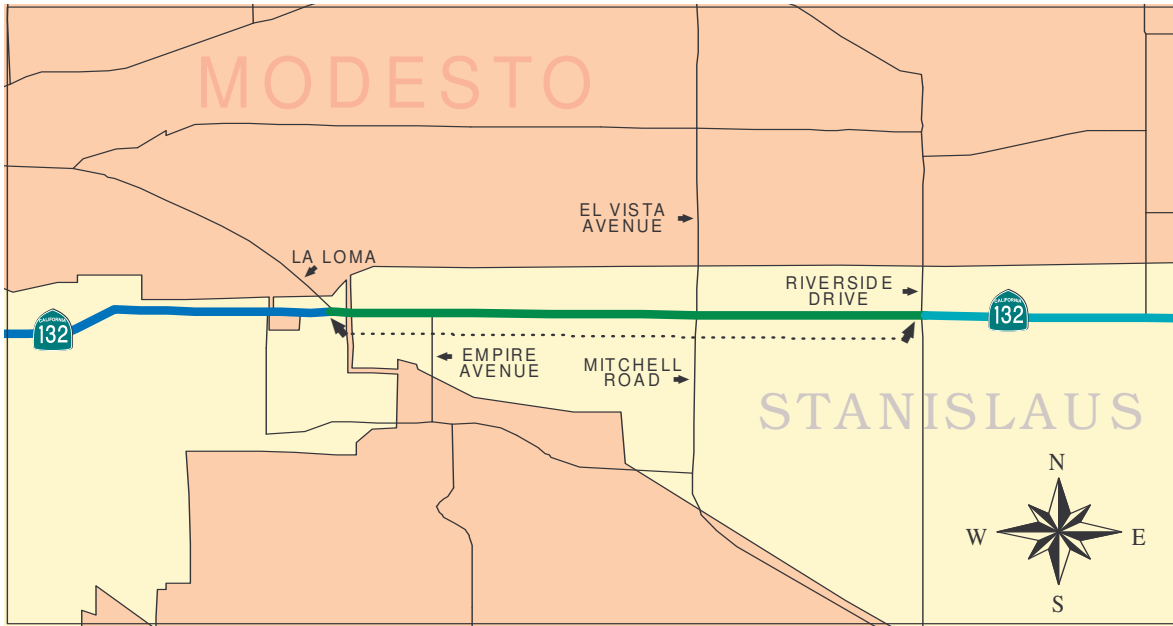
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.44	3.16	1.43	3.35

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 9 FACT SHEET

**Location:** La Loma to Riverside Drive  
**Post Mile:** PM 16.32-17.65  
**Kilometer Post:** KP 26.26-28.40  
**Length:** 1.33 miles/2.14 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** Yes  
**Terrain:** Level



### Traffic Forecast Data 4-lane Conventional Highway Average Highway Speed 45 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	F	F	F
<b>V/C</b>	>1.00	>1.00	>1.00
<b>ADT</b>	24,900	32,500	38,000
<b>Peak Hour Volume</b>	2,400	3,050	3,600
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)** The Concept Facility east of SR-99 is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects. **Concept LOS D is desired.**

**Ultimate Transportation Corridor**

6-lane Expressway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 90 to 95 feet (27 to 29 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	High sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

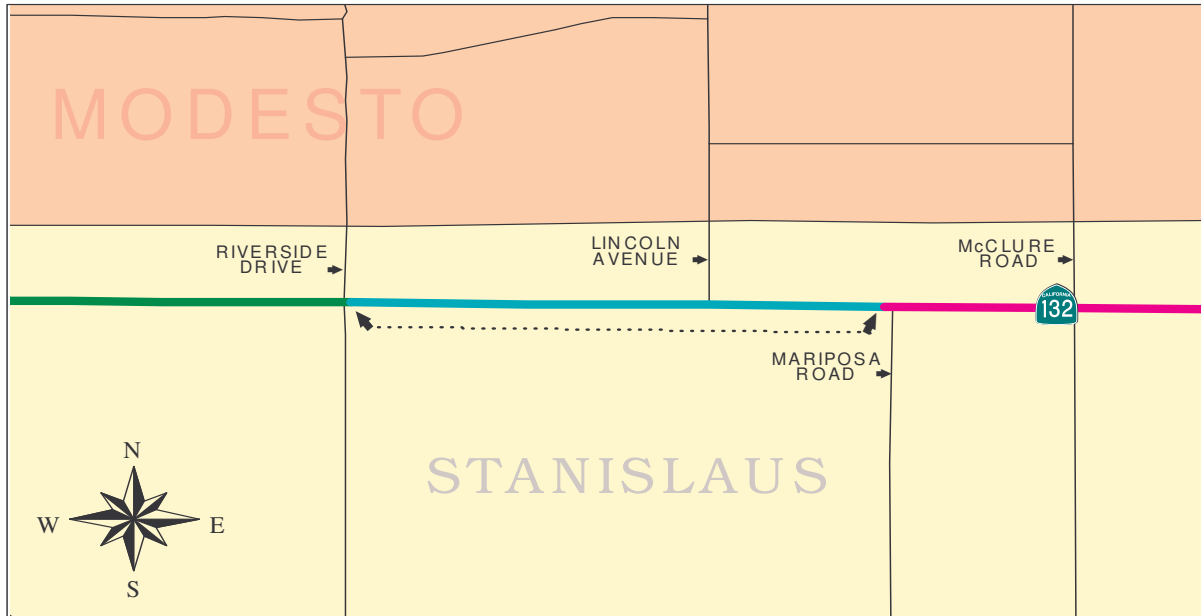
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.44	3.10	1.34	3.09

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 10 FACT SHEET

**Location:** Riverside Drive to Mariposa Road  
**Post Mile:** PM 17.65-18.38  
**Kilometer Post:** KP 28.40-29.58  
**Length:** 0.73 miles/1.18 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 4-lane Conventional Highway\* Average Highway Speed 50 mph

	2000 Existing Facility (2-lane Conventional)	2010 4-lane conventional w/o Improvement	2020 4-lane conventional w/o Improvement
<b>LOS</b>	F	F	F
<b>V/C</b>	0.86	0.83	>1.00
<b>ADT</b>	23,800	27,900	34,900
<b>Peak Hour Volume</b>	2,400	2,800	3,500
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

\* See Programmed Projects on the next page.

**Concept Facility (2020)** The Concept Facility east of SR-99 is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects. **Concept LOS D is desired.**

**Ultimate Transportation Corridor**

6-lane Expressway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation/ Fund Source
STA	132	17.7-19.7/ 28.5-31.7	"RTE. 132 4-lane widening" - Widen highway to 4-lanes with continuous turn lane.	2002 STIP/ RIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way and Shoulder Information**

The right-of-way ranges from 66 to 100 feet (20 to 30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.



**\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Low/Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Moderate/High sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

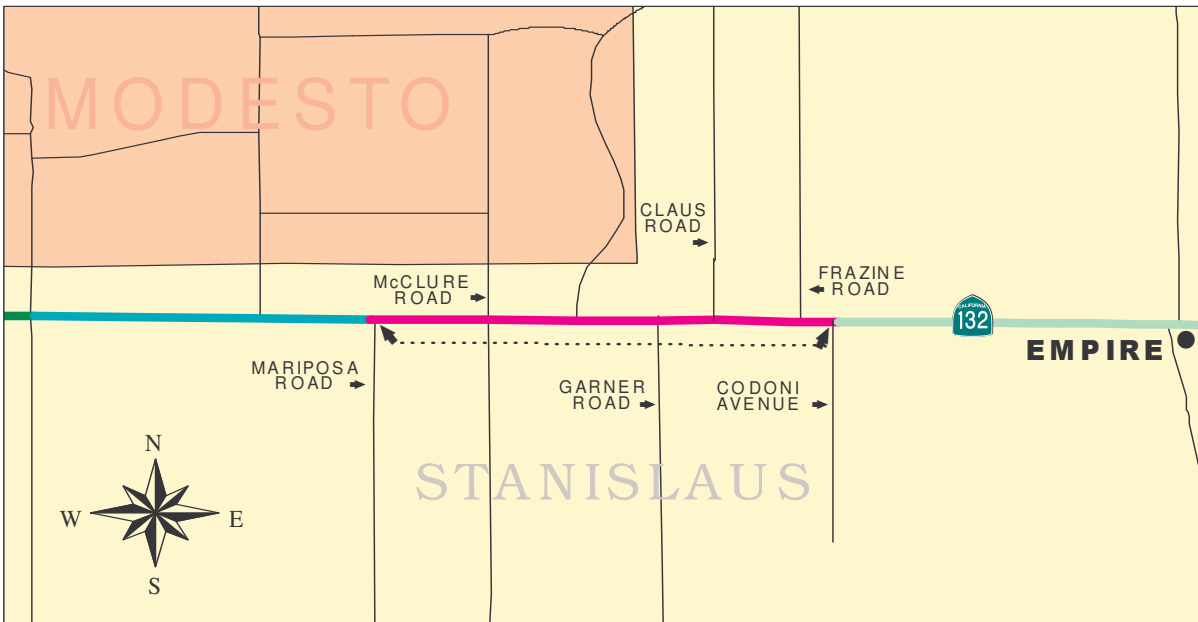
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.30	2.83	0.71	1.60

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 11 FACT SHEET

**Location:** Mariposa Road to Codoni Road  
**Post Mile:** PM 18.38-19.40  
**Kilometer Post:** KP 29.58-31.22  
**Length:** 1.02 miles/1.64 kilometers

**Functional Classification:** Principal Arterial  
**Rural/Urban/Urbanized:** Urbanized  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 4-lane Conventional Highway\* Average Highway Speed 50 mph

	2000 Existing Facility	2010 With Improvements	2020 With Improvements
<b>LOS</b>	F	F	F
<b>V/C</b>	0.90	0.85	>1.00
<b>ADT</b>	19,000	28,500	33,300
<b>Peak Hour Volume</b>	1,900	2,850	3,350
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

\* See Programmed Projects on the next page.

**Concept Facility (2020)** The Concept Facility east of SR-99 is presently undetermined. The LOS is presently at a LOS "F" and will continue to degrade in the future. To meet the present and future demands, additional capacity is needed. However, the present alignment is confined by the lack of right-of-way and present structures. We cannot fully identify a concept facility at this time. StanCOG, Caltrans, and the community are considering several options to address the deficiency in this location. A context sensitive solution must be given high priority in this location as in all state projects. **Concept LOS D is desired.**

**Ultimate Transportation Corridor**

6-lane Expressway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2
STA	132	20.10-28.00/ 32.3-45.0	Add passing lanes (from 2 to 3) from Empire to Waterford.	2001 RTP Tier 2

**Programmed Project(s)**

County	Route	PM/KP	Description	Designation/ Fund Source
STA	132	17.7-19.7/ 28.5-31.7	"RTE 132 4-lane widening"- Widen highway to 4-lanes with continuous turn lane.	2002 STIP/ RIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 66 to 100 feet (20 to 30 meters)..

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Low/Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	Low sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Moderate/High sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

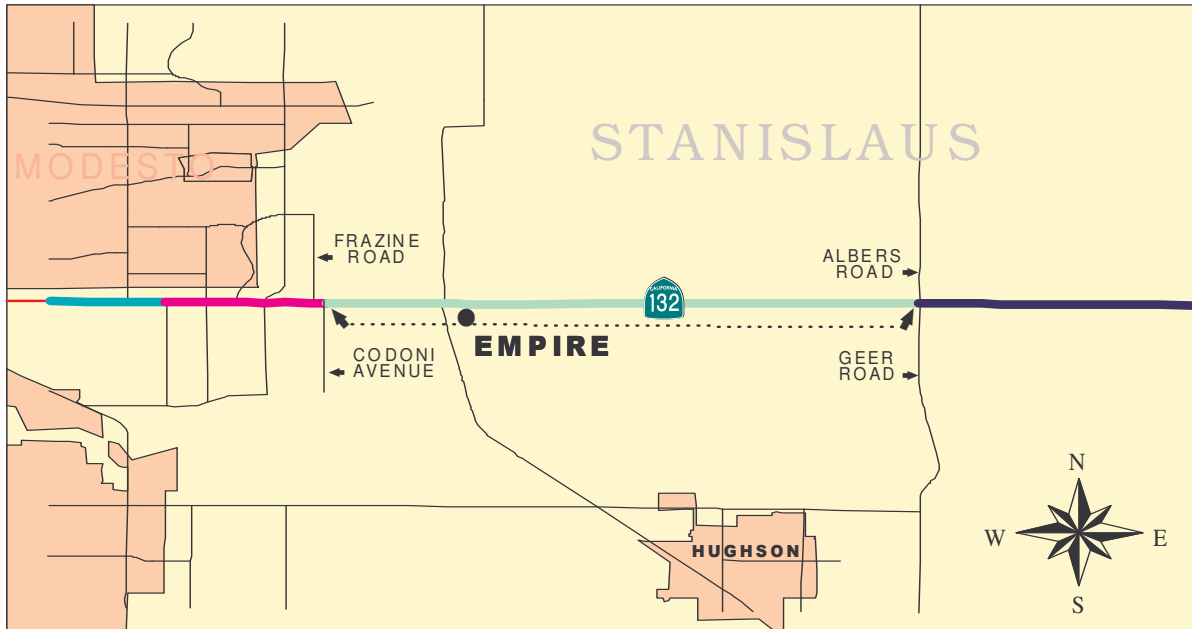
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.78	2.62	0.64	1.49

*Source: TASAS Database (July 1, 1998 - June 30, 2001)*

## SR-132: STANISLAUS COUNTY - SEGMENT 12 FACT SHEET

**Location:** Codoni Road to Albers Road  
**Post Mile:** PM 19.40-23.14  
**Kilometer Post:** KP 31.22-37.24  
**Length:** 3.74 miles/6.02 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	<b>2000 Existing Facility</b>	<b>2010 w/o Improvement</b>	<b>2020 w/o Improvement</b>
<b>LOS</b>	E	F	F
<b>V/C</b>	0.64	>1.00	>1.00
<b>ADT</b>	17,700	28,100	33,400
<b>Peak Hour Volume</b>	1,800	2,800	3,350
<b>Peak Hour Dir. Split</b>	60/40	60/40	60/40
<b>% Trucks</b>	7%	7%	7%

**Concept Facility (2020)**

4-lane Conventional Highway w/continuous left-turn lane; LOS D

**Ultimate Transportation Corridor**

4-lane Expressway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

County	Route	PM/KP	Description	Designation
STA	132	19.9-20.0/ 32.0-32.2	“Empire Grade Separation” and Widen from 2 to 4 lanes from Frazine to East of Empire Add passing lane (from 2 to 3 lanes) Empire to Waterford.	ITSP Near Term 99-09
STA	132	20.10-28.00/ 32.3-45.0		2001 RTP Tier 2
STA	132	14.70-20.10/ 23.6-32.3	From SR-99 to Empire-Construct new 4 to 6-lane expressway or dedicated freight facility; or widen existing to 6-lanes.	2001 RTP Tier 2

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 66 to 83 feet (20 to 25 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.12	2.88	0.67	1.47

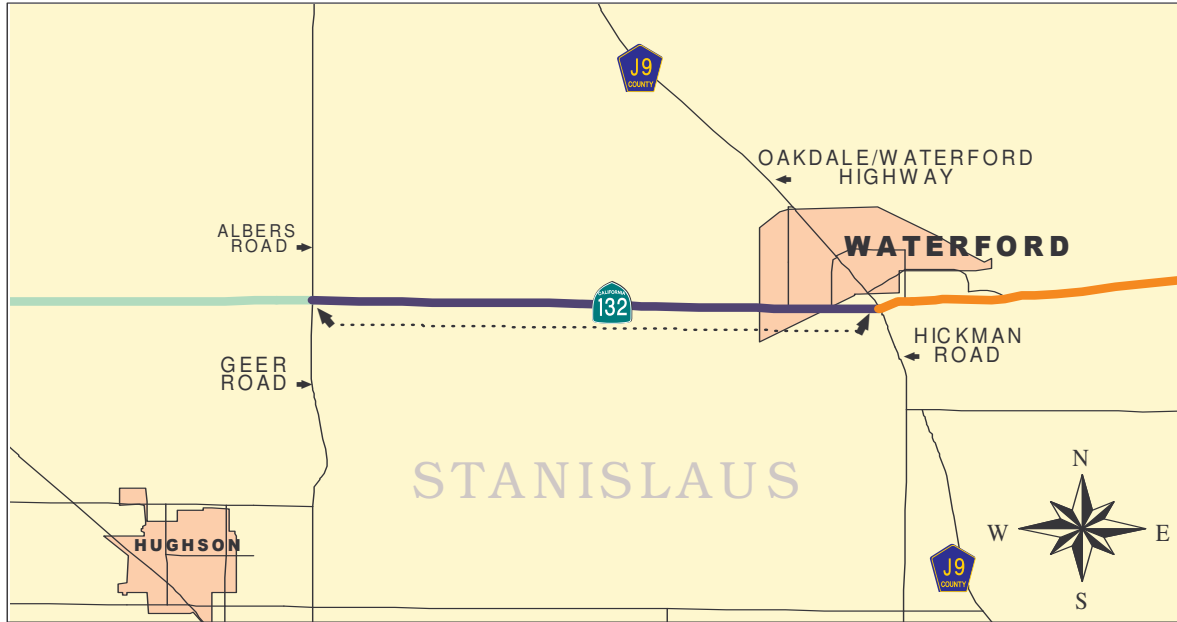
*Source: TASAS Database (July 1, 1998 - June 30, 2001)*



## SR-132: STANISLAUS COUNTY - SEGMENT 13 FACT SHEET

**Location:** Albers Road to Hickman/Waterford Road  
**Post Mile:** PM 23.14-28.00  
**Kilometer Post:** KP 37.24-45.06  
**Length:** 4.86 miles/7.82 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Level



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	D	D	E
<b>V/C</b>	0.41	0.52	0.66
<b>ADT</b>	11,500	14,400	18,400
<b>Peak Hour Volume</b>	1,150	1,450	1,850
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	8%	8%	8%

#### Concept Facility (2020)

2-lane Conventional highway with passing lanes and/or right/left turn lanes as needed; LOS D

#### Ultimate Transportation Corridor

4-lane Conventional highway

#### Local Planning Jurisdiction

Stanislaus Council of Governments (StanCOG)

#### Planned Project(s)

County	Route	PM/KP	Description	Designation
STA	132	20.10-28.00/ 32.3-45.0	Add passing lanes (from 2 to 3 lanes) from Empire to Waterford	2001 RTP Tier 2

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 66 to 83 feet (20 to 25 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate/High sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Moderate/High sensitivity
Possible Hazardous Waste	Low/Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.64	1.89	0.57	1.20

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: STANISLAUS COUNTY - SEGMENT 14 FACT SHEET

**Location:** Hickman/Waterford Rd. to Roberts Ferry Rd.  
**Post Mile:** PM 28.00-35.98  
**Kilometer Post:** KP 45.06-57.90  
**Length:** 7.98 miles/12.84 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	C	C	D
V/C	0.19	0.23	0.33
ADT	4,100	5,200	7,500
Peak Hour Volume	450	570	830
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	6%	6%	6%

**Concept Facility (2020)**

2-lane Conventional highway with passing lanes and/or right/left turn lanes as needed; LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing and turning lanes

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 40 to 200 feet (12 to 61 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.00	2.11	0.62	1.29

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: STANISLAUS COUNTY - SEGMENT 15 FACT SHEET

**Location:** Roberts Ferry Road to La Grange Road  
**Post Mile:** PM 35.98-45.81  
**Kilometer Post:** KP 57.90-73.72  
**Length:** 9.83 miles/15.82 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	C	C
<b>V/C</b>	0.16	0.18	0.24
<b>ADT</b>	2,400	2,800	5,000
<b>Peak Hour Volume</b>	290	340	600
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	5%	5%	5%

**Concept Facility (2020)**

2-lane Conventional highway with passing lanes and/or right/left turn lanes as needed; LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing and turning lanes

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 40 to 200 feet (12 to 61 meters)..

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 year
Wetlands	Moderate/High sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

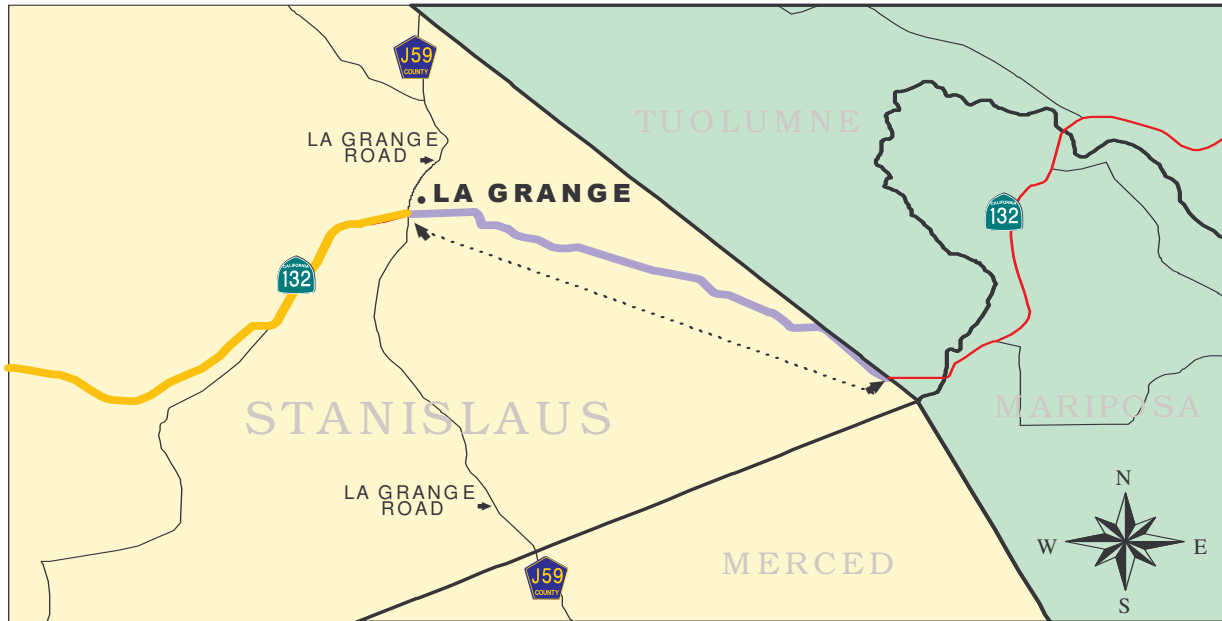
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.66	1.23	0.63	1.29

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: STANISLAUS COUNTY - SEGMENT 16 FACT SHEET

**Location:** La Grange Road to Tuolumne Co. Line  
**Post Mile:** PM 45.81-51.01  
**Kilometer Post:** KP 73.72-82.09  
**Length:** 5.20 miles/8.37 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	C	C
<b>V/C</b>	0.11	0.18	0.22
<b>ADT</b>	1,500	3,400	4,300
<b>Peak Hour Volume</b>	200	450	560
<b>Peak Hour Dir. Split</b>	65/35	65/35	65/35
<b>% Trucks</b>	5%	5%	5%

**Concept Facility (2020)**

2-lane Conventional highway with passing lanes and/or right/left turn lanes as needed; LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing and turning lanes

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 40 to 72 feet (12 to 22 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 year
Wetlands	Moderate/High sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low/Moderate sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.14	2.10	0.71	1.47

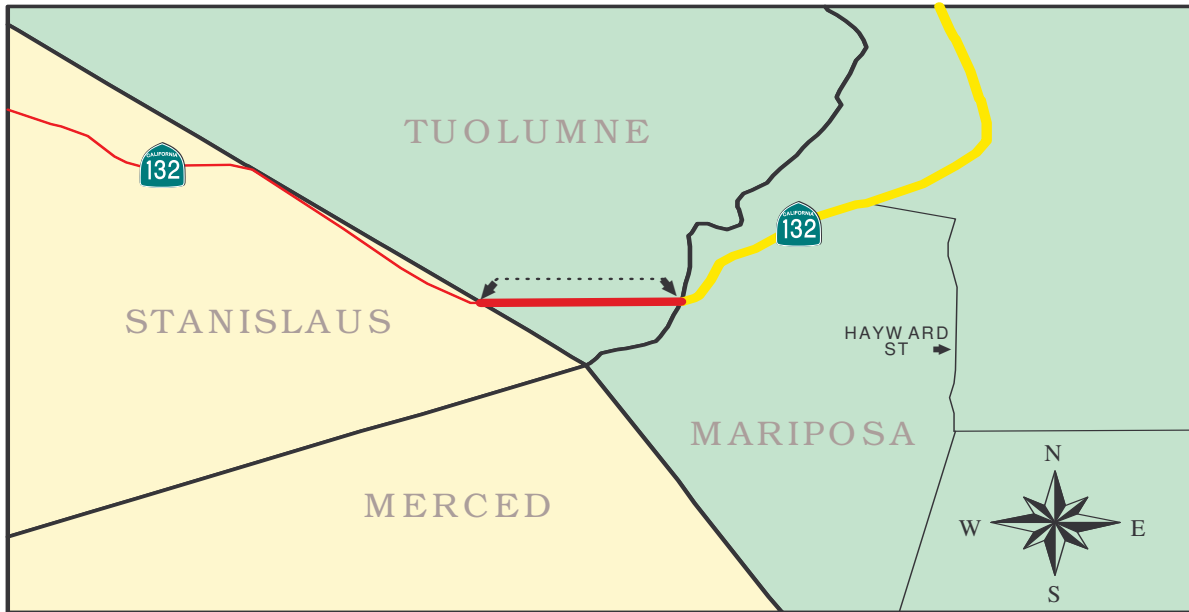
Source: TASAS Database (July 1, 1998 - June 30, 2001)



# SR-132: TUOLUMNE COUNTY - SEGMENT 1 FACT SHEET

**Location:** Stanislaus Co. Line to Mariposa Co. Line  
**Post Mile:** PM 0.00-0.46  
**Kilometer Post:** KP 0.00-0.74  
**Length:** 0.46 miles/0.74 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



## Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	A	A	A
V/C	0.08	0.10	0.12
ADT	1,300	1,600	1,800
Peak Hour Volume	140	180	200
Peak Hour Dir. Split	75/25	75/25	75/25
% Trucks	4%	4%	4%

### Concept Facility (2020)

2-lane Conventional highway with right/left turning/passing lanes as needed; LOS D

### Ultimate Transportation Corridor

2-lane Conventional Highway w/passing and turning lanes

### Local Planning Jurisdiction

Tuolumne County/Cities Area Planning Council (TCCAPC)

### Planned Project(s)

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 66 to 100 feet (20 to 30 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Unclassified	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

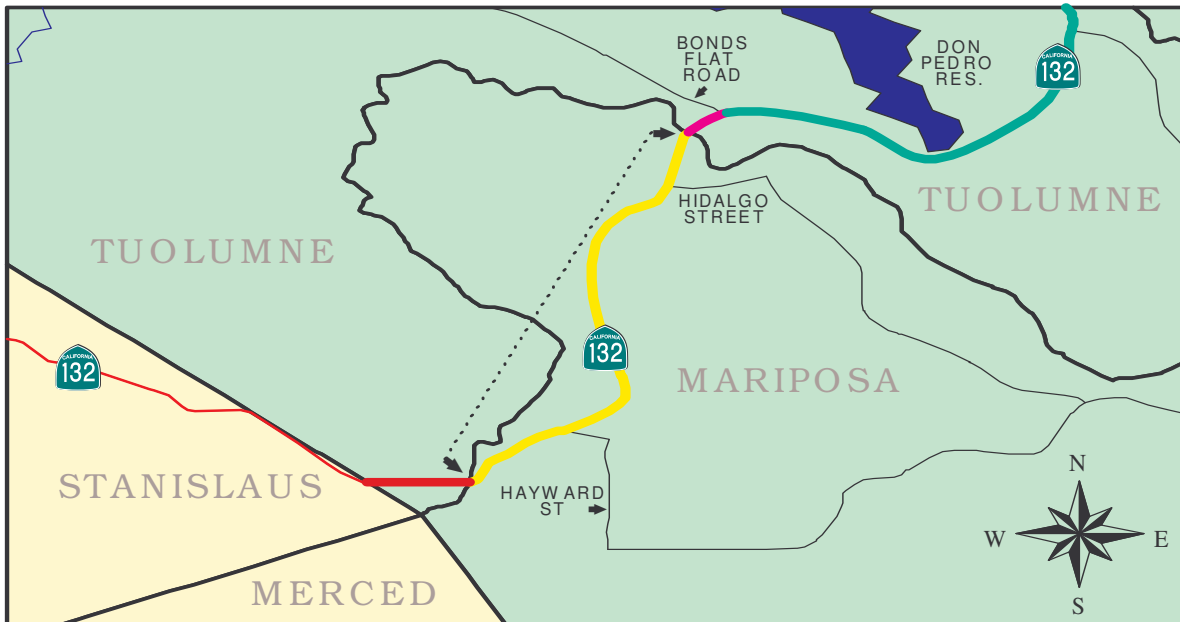
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.40	0.48	0.34	0.72

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: MARIPOSA COUNTY - SEGMENT 2 FACT SHEET

**Location:** Tuolumne Co. Line to Tuolumne Co. Line  
**Post Mile:** PM 0.46-3.77  
**Kilometer Post:** KP 0.74-6.07  
**Length:** 3.31 miles/5.33 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	B	B
<b>V/C</b>	0.08	0.11	0.12
<b>ADT</b>	1,300	1,600	1,800
<b>Peak Hour Volume</b>	140	180	200
<b>Peak Hour Dir. Split</b>	75/25	75/25	75/25
<b>% Trucks</b>	4%	4%	4%

**Concept Facility (2020)**

2-lane Conventional highway with right/left turning/passing lanes as needed; LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing and turning lanes

**Local Planning Jurisdiction**

Mariposa County Local Transportation Commission (MCLT)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment

<b>SYSTEM DESIGNATIONS</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 60 to 120 feet (18 to 36 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Unclassified	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

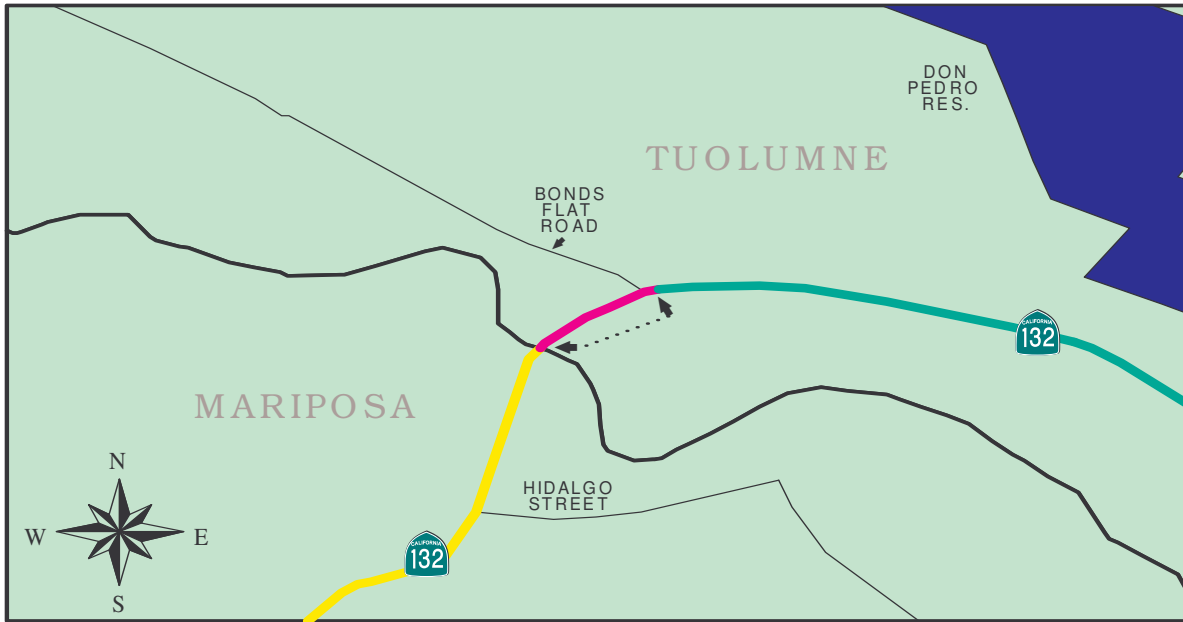
<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.40	0.48	0.34	0.72

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: TUOLUMNE COUNTY - SEGMENT 3 FACT SHEET

**Location:** Mariposa Co. Line to Bonds Flat Road  
**Post Mile:** PM 3.77-4.02  
**Kilometer Post:** KP 6.07-6.47  
**Length:** 0.25 miles/0.40 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



### Traffic Forecast Data 2-lane Conventional Highway Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	B	B
<b>V/C</b>	0.07	0.10	0.11
<b>ADT</b>	1,300	1,600	1,800
<b>Peak Hour Volume</b>	140	180	200
<b>Peak Hour Dir. Split</b>	75/25	75/25	75/25
<b>% Trucks</b>	4%	4%	4%

#### Concept Facility (2020)

2-lane Conventional highway with right/left turning/passing lanes as needed; LOS D

#### Ultimate Transportation Corridor

2-lane Conventional Highway w/passing and turning lanes

#### Local Planning Jurisdiction

Tuolumne County/Cities Area Planning Council (TCCAPC)

#### Planned Project(s)

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

<b>SYSTEM DESIGNATIONS</b>	<b>YES</b>	<b>NO</b>
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 60 to 120 feet (18 to 36 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

<b>Ozone</b>	<b>Particulate Matter</b>	<b>Carbon Monoxide</b>
Non-attainment	Unclassified	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

<b>SR-132 Environmental Status</b>	<b>Degree of Impact - if appropriate</b>
Flood Plains	100 year
Wetlands	Moderate sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

<b>Actual Accident Rate</b>		<b>Statewide Average Rate</b>	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
2.04	2.04	0.72	1.49

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## SR-132: TUOLUMNE COUNTY - SEGMENT 4 FACT SHEET

**Location:** Bonds Flat Road to Mariposa Co. Line  
**Post Mile:** PM 4.02-7.64  
**Kilometer Post:** KP 6.47-12.30  
**Length:** 3.61 miles/5.81 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	C	C
<b>V/C</b>	0.11	0.15	0.16
<b>ADT</b>	1,950	2,800	3,500
<b>Peak Hour Volume</b>	210	310	390
<b>Peak Hour Dir. Split</b>	75/25	75/25	75/25
<b>% Trucks</b>	4%	4%	4%

**Concept Facility (2020)**

2-lane Conventional highway with right/left turning/passing lanes as needed; LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing and turning lanes

**Local Planning Jurisdiction**

Tuolumne County/Cities Area Planning Council (TCCAPC)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 60 to 380 feet (18 to 115 meters)..

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Unclassified	Attainment

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	Moderate sensitivity
Leaking Underground Tanks	Low sensitivity
Possible Hazardous Waste	Low sensitivity
Other Comments About This Segment	None

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.40	0.48	0.34	0.72

Source: TASAS Database (July 1, 1998 - June 30, 2001)



## SR-132: MARIPOSA COUNTY - SEGMENT 5 FACT SHEET

**Location:** Tuolumne Co. Line to Jct SR-49(end of route)  
**Post Mile:** PM 7.64-18.74  
**Kilometer Post:** KP 12.30-30.16  
**Length:** 11.11 miles/17.88 kilometers

**Functional Classification:** Minor Arterial  
**Rural/Urban/Urbanized:** Rural  
**Within City Limits:** No  
**Terrain:** Rolling



**Traffic Forecast Data**  
**2-lane Conventional Highway**  
**Average Highway Speed 55 mph**

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
<b>LOS</b>	B	B	B
<b>V/C</b>	0.09	0.10	0.11
<b>ADT</b>	1,500	1,700	1,950
<b>Peak Hour Volume</b>	170	190	210
<b>Peak Hour Dir. Split</b>	75/25	75/25	75/25
<b>% Trucks</b>	4%	4%	4%

**Concept Facility (2020)**

2-lane Conventional highway with right/left turning/passing lanes as needed; LOS D

**Ultimate Transportation Corridor**

2-lane Conventional Highway w/passing and turning lanes

**Local Planning Jurisdiction**

Mariposa County Local Transportation Commission (MCLT)

**Planned Project(s)**

Currently, there are no planned projects for this segment.

**Programmed Project(s)**

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STRAHNET)		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

**\*Right of Way Information**

The right-of-way ranges from 100 to 580 feet (30 to 176 meters).

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

**Air Quality/Environmental Status****\*Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Unclassified	Unclassified

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 4 for the explanation of the above air quality classifications.

**\*Environmental Status**

SR-132 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 year
Wetlands	Moderate sensitivity
Special Status Species	Moderate/High sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Low/Moderate sensitivity
Possible Hazardous Waste	Low/Moderate sensitivity
Other Comments About This Segment	Naturally Occurring Asbestos

\*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

See Appendix 5 for the explanation of the above environmental status impacts

**Traffic Collision Rate**  
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.40	0.48	0.34	0.72

Source: TASAS Database (July 1, 1998 - June 30, 2001)

## Appendix 1

### List of System Planning Acronyms

ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CAAA	Clean Air Act Amendments
CARB	California Air Resource Board
CCOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MCAG	Merced County Association of Governments
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAAQS	National Ambient Air Quality Standards
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume

PM	Post Mile
PR	Project Report
PSR	Project Study Report
PTOC	Primary Traffic Operations Center
POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
STRAHNET	Strategic Highway Network
SJCOG	San Joaquin Council of Governments
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Council of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UAPCD	Unified Air Pollution Control Districts
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio
VMT	Vehicles Miles Traveled

## Appendix 2

### Level of Service (LOS) Definitions

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

**LOS A** describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

**LOS B** is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

**LOS C** represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

**LOS D** demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

**LOS E** reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

**LOS F** represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

## **Appendix 3**

### **Rural, Urban, and Urbanized Definitions**

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

**Rural** – Under 5,000 population

**Urban** – 5,000 to 49,999 population.

**Urbanized** – over 50,000 population

## Appendix 4

### Air Quality Definitions

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant

## Appendix 5

### Environmental Status Definitions

**Flood Plains:** Flood data from FEMA Digital Q3 Data Mapping and identification whether or not areas are within 100 or 500 year floodplain.

**Wetlands:** Jurisdictional Waters, including wetlands, are described as those that are under federal and/or state regulatory authority. Waters of the U.S. include essentially all surface waters such as navigable waters and their tributaries, all interstate waters and their tributaries all wetlands adjacent to these waters, and all impoundments of these waters. Wetland data obtained from the U.S. Fish and Wildlife Service National Wetland Inventory Mapping, previous survey data, or other in office sources. Army Corps of Engineer and EPA definition of wetlands are: those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

**Special Status Species:** Species that are legally protected under federal and state Endangered Species Acts or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing.

- Species listed or proposed for listing as threatened or endangered under the federal or state Endangered Species Act (50 CFR 17.12 and 14 CCR 670.5);
- Species that are federal candidates for possible future listing under the federal Endangered Species Act;
- Species listed as Federal Species of Concern;
- Species that meet the definition or are endangered under the California Environmental Quality Act (CEQA), State CEQA guidelines, section 12380.
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq).
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California (Lists 1A and 2 in Skinner and Pavlik 1994)."
- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in Skinner and Pavlik 1994), which may be included on the basis of local significance or recent biological information;

**A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species**



## Appendix 6

### Signals and Control Devices on SR-132

- 1). Carpenter Road PM 13.42 seg.3, 4
- 2). Emerald Avenue PM 13.94 seg.4
- 3). Martin Luther King Drive PM 14.44 seg.4
- 4). 5<sup>th</sup> Street PM 14.70 seg.4,5
- 5). 6<sup>th</sup> Street PM 14.77 seg.5
- 6). 7<sup>th</sup> Street PM 14.84 seg.5
- 7). 8<sup>th</sup> Street RR Crossing PM 14.93 seg.5
- 8). 9<sup>th</sup> Street PM 14.98 seg.5,6
- 9). K Street PM L15.06 seg.6
- 10). J Street PM L15.161 seg.6
- 11). I Street PM L15.24 seg.6
- 12). H Street PM L15.34 seg.6
- 13). G Street PM L15.44 seg.6
- 14). E Street RR Crossing PM L15.60 seg.8
- 15). D Street RR Crossing & signal PM L14.98 seg.7
- 16). 10<sup>th</sup> Street PM 15.06 seg.7
- 17). 11<sup>th</sup> Street PM 15.13 seg.7
- 18). 14<sup>th</sup> Street PM 15.34 seg.7,8
- 19). Morton Blvd. PM 15.60 seg.8
- 20). Santa Rosa Avenue PM 15.90 seg.8
- 21). N. & S. Santa Cruz Avenue PM 16.20-23.00 seg.9
- 22). La Loma PM 16.323 seg.9
- 23). Empire Avenue PM 16.56 seg.9
- 24). San Juan Drive PM16.81 seg.9
- 25). Mitchell Road-El Vista Avenue PM 17.14 seg.9
- 26). Riverside Drive PM 17.65 seg.9,10
- 27). Mariposa Road PM 18.38 seg.10,11
- 28). McClure Road PM 18.6 Seg.11
- 29). Creekwood Drive PM 18.828 seg.11
- 30). Claus-Garner Road PM 19.01 seg.11
- 31). Codoni-Franzine Road PM 19.64 seg.12
- 32). Empire RR Spur RR crossing PM 19.95 seg.12
- 33). Empire RR Crossing PM 20.06 seg.12
- 34). Santa Fe Avenue PM 20.103 seg.12
- 35). G Street (Empire) PM 20.20 seg.12
- 36). Geer-Albers Roads (J9) Stop sign PM 23.144 seg.12,13
- 37). Waterford-Hickman Roads PM 28.00 seg.13,14
- 38). La Grange Road (J59) Stop sign PM 45.81 seg 15,16
- 39). SR-49 Stop sign PM 18.75 seg.5 end-of-route (Mariposa County)

